

ACCIDENT

Aircraft Type and Registration:	Socata TB20 Trinidad, G-TBXX	
No & Type of Engines:	1 Lycoming IO-540-C4D5D piston engine	
Year of Manufacture:	1982 (Serial no: 276)	
Date & Time (UTC):	7 July 2013 at 1625 hrs	
Location:	Headcorn Aerodrome, Kent	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 2
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to left landing gear, pilot step and left wingtip	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	39 years	
Commander's Flying Experience:	435 hours (of which 267 were on type) Last 90 days - 14 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

The left main landing gear leg failed at low speed during the landing roll. There were no injuries.

History of the flight

The accident occurred on the last of three flights flown that day, all flown by the same pilot, who reported the earlier flights as having been uneventful. Prior to the accident flight the pilot carried out a pre-flight inspection, with particular emphasis on the retractable landing gear, as was his normal practice. Nothing abnormal was found.

Following a 50-minute local flight, the pilot carried out a normal landing on the grass Runway 10 at Headcorn. The wind was from 050° at 7 kt. The approach was stable and flown at 80 kt, with full flap. The landing gear was

confirmed down before landing by the presence of three green indicator lights. Touchdown was normal, and the aircraft was allowed to decelerate initially without wheel brakes. Later in the landing roll, the pilot selected the wing flaps up and was about to apply wheel brakes when the left wing began to sink as the left landing gear collapsed. The aircraft slid for a few metres and veered left before coming to a stop, still on the runway. The collapse had occurred at low speed and was fairly gradual; none of the occupants were injured and after the pilot shut down the engine they vacated through the left cabin door.

Further actions

The aircraft was inspected by a local maintenance organisation who reported that the leg had failed

approximately 3 inches below its top attachment. The engineer who conducted the inspection commented that evidence of corrosion was visible on the inner surface of the leg and he thought this may have led to the

development of a crack from the inside outwards. He added that the area was difficult to inspect visually in situ. A Mandatory Occurrence Report (MOR) highlighting his findings was submitted to the CAA.