

ACCIDENT

Aircraft Type and Registration:	Tri Kis, G-BZDR	
No & Type of Engines:	1 Continental Motors Corp IO-240-A piston engine	
Year of Manufacture:	2000 (Serial no: 9403)	
Date & Time (UTC):	24 May 2014 at 0950 hrs	
Location:	Perth Airport, Scotland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Nose landing leg failed, damage to nose leg assembly and propellers. Engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	54 years	
Commander's Flying Experience:	2,628 hours (of which 127 were on type) Last 90 days - 15 hours Last 28 days - 5 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Following an uneventful flight, the pilot carried out a normal approach and landing on Runway 23 at Perth Airport; the wind was described as light. During the ground roll the pilot reported hearing a loud 'dink' and a metallic noise followed by severe nosewheel shimmy. Believing that he had a puncture, the pilot held the control column in the aft position to unload the nosewheel. However he then heard a loud scrapping noise from the area of the nosewheel and so shut the engine down. The aircraft came to a halt on the runway resting on two of the three propeller blades. The pilot transmitted an emergency call before vacating the aircraft. The airfield emergency vehicle attended.

The event occurred as a result of the failure of one side of the fork on the nose landing gear leg. See Figure 1. The owner and the maintenance organisation that examined the landing gear leg reported visual evidence of a fatigue failure. Neither the AAIB nor the Light Aircraft Association had the opportunity to inspect the leg before it was repaired.



Figure 1

Failure of the nose landing gear