

ACCIDENT

Aircraft Type and Registration:	Piper PA-25-235 Pawnee, G-BFEV
No & Type of Engines:	1 Lycoming O-540-B2C5 piston engine
Year of Manufacture:	1977 (Serial no: 25-7756060)
Date & Time (UTC):	18 August 2012 at 1400 hrs
Location:	Kirton in Lindsey Airfield, Lincolnshire
Type of Flight:	Aerial Work
Persons on Board:	Crew - 1 Passengers - None
Injuries:	Crew - None Passengers - N/A
Nature of Damage:	Structural damage to right landing gear
Commander's Licence:	Private Pilot's Licence
Commander's Age:	56 years
Commander's Flying Experience:	450 hours (of which n/k were on type) Last 90 days - 13 hours Last 28 days - 4 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

The aircraft was being operated as a glider tug at Kirton in Lindsey Airfield. On the seventh landing of the day the pilot reported hearing a "crack" sound just after touchdown. Suspecting a failure in the landing gear, the pilot shut down the engine whilst taxiing. The aircraft came to a controlled stop with the right wing low, but not touching the ground. The damage was inspected by the repair agency for the aircraft. Inspection revealed that the hydraulic damping unit, to which the undercarriage retaining bungees are attached, had sheared at its upper end, causing the landing gear partially to collapse on the right side.

The repair agency consider that the bungees that hold the landing gear in place prevented total collapse of the landing gear, and damage to the wing and propeller, and comment that inspection of this strut is part of the aircraft periodic 50-hour check. The repair agency suggests that pilots who fly this aircraft regularly inspect the top of the strut for signs of wear. The pilot assessed the cause of the failure to be "wear and tear".