

## Cessna 340, N340YP, 17 October 1998 at 1600 hrs

**AAIB Bulletin No: 4/99 Ref: EW/G98/10/15      Category: 1.2**

**Aircraft Type and Registration:** Cessna 340, N340YP

**No & Type of Engines:** 2 Continental TSIO-520-J piston engines

**Year of Manufacture:** Not Known

**Date & Time (UTC):** 17 October 1998 at 1600 hrs

**Location:** Biggin Hill Airport, Kent

**Type of Flight:** Private (Training)

**Persons on Board:** Crew - 2 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Minor damage to left main landing gear door

**Commander's Licence:** Airline Transport Pilot's Licence with FI Rating

**Commander's Age:** 33 years

**Commander's Flying Experience:** 9,800 hours (of which 250 were on type)

Last 90 days - 230 hours

Last 28 days - 70 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and telephone enquiries

After take off the pilot found that he was unable to raise the landing gear and so returned to the Airport immediately. The subsequent landing was uneventful until the pilot felt a 'jarring', which appeared to come from the left side of the aircraft, as it was turning off the runway. When clear of the runway, the aircraft was stopped and the engines shutdown. Subsequent inspection revealed that the left main gear torque link 'knuckle' joint had separated and had allowed the wheel to caster and cause minor damage to the mainwheel door.

The torque link knuckle joint had separated as a result of an insufficiently substantial washer having been fitted under the head of the knuckle bolt at some time. The washer had become sufficiently worn and/or distorted in service such that the bolt head had then been able to migrate through the bore of the associated scissor link, carrying the knuckle bush with it, until the joint between the two halves of the scissor link had separated, as illustrated in the accompanying diagram.