

ACCIDENT

Aircraft Type and Registration:	Bellanca 7GCBC Citabria, G-HUNI	
No & Type of Engines:	1 Lycoming O-320-A2B piston engine	
Year of Manufacture:	1973	
Date & Time (UTC):	31 May 2010 at 1330 hrs	
Location:	Henstridge Airfield, Somerset	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Landing gear, underside of fuselage, propeller and right wingtip damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	284 hours (of which 10 were on type) Last 90 days - 6 hours Last 28 days - 1 hour	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Whilst landing on Runway 07 at Henstridge, the right main landing gear leg failed and detached from the aircraft, causing the underside of the fuselage and the right wingtip to contact the runway. The aircraft veered to the right and came to rest beside the runway, facing in the opposite direction. Both occupants were uninjured and able to vacate the aircraft unaided.

The pilot reported that the weather conditions were good, with a surface wind from 060° at 5 kt, and that the approach and touchdown were normal. He had satisfactorily completed a proficiency check with an instructor immediately prior to this flight.

The detached section of the steel landing gear leg was returned to the AAIB for examination. Inspection of the

fracture surfaces revealed evidence of an approximately 15 mm deep pre-existing crack propagating from the rear edge of the gear leg. The crack surfaces in this region were heavily corroded (Figure 1), indicating that the crack had been present for some time prior to the failure.



Figure 1

Fracture surface of landing gear leg showing location of pre-existing crack (circled)