

ACCIDENT

Aircraft Type and Registration:	Jodel D120 Paris-Nice, G-BK CW	
No & Type of Engines:	1 Continental Motors Corp C90-14F piston engine	
Year of Manufacture:	1965	
Date & Time (UTC):	6 March 2009 at 1450 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:	Damage to the left wing and both landing gears	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	55 years	
Commander's Flying Experience:	369 hours (of which 79 were on type) Last 90 days - 3 hours Last 28 days - N/K hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot, and AAIB examination of the failed landing gear strut.	

Summary

Whilst landing at Perth Airport, the left landing gear strut buckled and folded inwards through approximately 60°.

History of the flight

The purpose of the flight was to enable the pilot to re-familiarise himself with the aeroplane. The pilot had not flown the aircraft since mid-December 2008 as he was waiting for the renewal of its Permit to Fly on 18 February 2009. He had been further delayed by inclement weather.

The start-up, power checks, and takeoff were all normal and, following a departure to the west of Perth.. The pilot

completed some general handling exercises and practice forced landings. Before returning to Perth, he made a blind call announcing his intention to land. (Perth Radio had announced during his return to the airfield that it would be going off-air for a short period.)

The pilot reports that his base leg and approach to Runway 21 were normal, with no significant crosswind being apparent. The approach was flown at 55 kt, reducing to 50 kt shortly before touchdown, and the landing was made at 45 kt. The aircraft bounced slightly on touchdown, requiring the rudder to be "pedalled" a couple of times to maintain the runway centreline. Once

the situation had stabilised, power was applied to takeoff but, as the pilot eased forward on the stick, there was a brief shimmy. Almost immediately the aircraft became airborne in a nose-high attitude; the nose was pitched down and the aircraft climbed away normally.

Following a normal circuit and approach, the aircraft touched down again at 45 kt, some 50 m into the runway, and rolled straight initially. However, as the speed reduced through about 30 kt, the left wing dropped suddenly and the aircraft turned through 180° to the right, despite application of opposing rudder and aileron. It came to rest on the grass to the side of the runway. After shutting down and vacating the aircraft,

inspection of the left landing gear leg revealed that it was bent inwards through about 60°.

The failed landing gear was forwarded to the AAIB for examination. The tubular steel strut, which had a streamlined 'aerofoil' cross-section, had evidently failed as a result of buckling instability at a location immediately below its lower attachment to the spar. There was no evidence of any pre-existing defect or significant weakening, either of the strut generally or of the material specifically in the vicinity of the failure. The failure, therefore, appeared to have resulted from excessive side loading of the strut.