

ACCIDENT

Aircraft Type and Registration:	Glasair RG, G-TRUK	
No & Type of Engines:	1 Lycoming O-320-D1A piston engine	
Year of Manufacture:	1989 (Serial no: PFA 149-11015)	
Date & Time (UTC):	3 September 2015 at 1048 hrs	
Location:	Fairoaks Airport, Surrey	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Engine shock-loaded and propeller, engine and exhaust damaged	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	84 years	
Commander's Flying Experience:	1,991 hours (of which 1,253 were on type) Last 90 days - 13 hours Last 28 days - 4 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and additional information from the LAA	

Synopsis

After selecting the landing gear to DOWN, the right main landing gear failed to extend. After several further attempts, the pilot returned to Fairoaks and performed an intentional wheels up landing. Subsequent examination identified that the right main landing gear wheel well aperture was slightly undersized and as a result of a slight bend in the right main landing gear oleo and a displacement of the gear attachment bracket this caused the gear to become jammed in the wheel well.

History of the flight

The pilot flew from Fairoaks to Old Sarum but after selecting the landing gear DOWN, only the left main landing gear and nose landing gear were indicating down and locked. The pilot cycled the landing gear a number of times but the right main landing gear did not extend. A visual check by Air Traffic Control confirmed that only the left main landing gear and nose landing gear were extended.

The pilot returned to Fairoaks and after additional unsuccessful attempts to resolve the problem he circled the area to reduce fuel before retracting the left main landing gear and nose landing gear and performing an intentional wheels up landing on the grass. The pilot was uninjured.

Aircraft examination

Examination by the Light Aircraft Association (LAA) established that the right main landing gear had jammed in the wheel well, the aperture of which was measured to be slightly undersize. The aircraft was homebuilt and the wheel wells were cut to a template provided by the manufacturer; it was purchased by the current owner in 1995 but he did not build the aircraft, which was first registered in 1984. Further examination also identified a slight bend in the right main landing gear oleo and the gear attachment bracket was displaced.

The LAA will highlight this occurrence in an article within their '*Light Aviation*' publication, reminding operators of aircraft with retractable undercarriages that an annual retraction check should be performed at the permit renewal.