

ACCIDENT

Aircraft Type and Registration:	Pioneer 300, G-VOLO	
No & Type of Engines:	1 Rotax 912 ULS piston engine	
Year of Manufacture:	2009 (Serial no: PFA 330-14389)	
Date & Time (UTC):	24 April 2016 at 1240 hrs	
Location:	Sutton Bank Airfield, Yorkshire	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to propeller and landing gear motor, engine shock-loaded	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	1,500 hours (of which 220 were on type) Last 90 days - 15 hours Last 28 days - 8 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries with the Light Aircraft Association	

Synopsis

The aircraft touched down normally on the mainwheels. However, shortly after the nosewheel settled, it started to collapse and the propeller struck the ground. It is suspected that the retraction/extension mechanism may have been misrigged or the rigging had changed in service.

History of the flight

The aircraft was on a cross-country flight from Sleep Aerodrome to Sutton Bank. The pilot made a radio call about 10 nm from Sutton Bank and was briefed to expect to land on Runway 01. On a straight-in approach at 4 nm, he selected the landing gear down and received three green lights to indicate that all three landing gear were down and locked. He selected full flap and made a gentle touchdown on the main gear, keeping the nose up as he slowed without using brakes.

Two seconds after the nose gear settled onto the runway, it started to collapse slowly and the nose and propeller contacted the runway. The aircraft slid for about 100 ft in a straight line before coming to a halt. The pilot vacated the aircraft normally.

Additional information

The Pioneer 300 retraction/extension system uses a single electric motor driving metal actuating rods to the nose landing gear and each main landing gear. Correct initial rigging of such systems is critical, but this may also be changed by such factors as heavy landings. In the case of G-VOLO, it is understood that the nose gear actuating rod had attempted to transfer landing loads back to the motor, which had suffered damage as a result. This showed that the leg, whilst down, was not in geometric downlock.

Follow-up action

The Light Aircraft Association are aware of this and other similar events and advise that they may require owners to perform annual retraction tests as part of routine maintenance.