

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Pioneer 300, G-CEIX	
<b>No &amp; Type of Engines:</b>	1 Rotax 912 ULS piston engine	
<b>Year of Manufacture:</b>	2007 (Serial no: PFA 330-14656)	
<b>Date &amp; Time (UTC):</b>	6 September 2016 at 1513 hrs	
<b>Location:</b>	Wellesbourne Mountford Airfield, Warwickshire	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Main landing gear failed	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	68 years	
<b>Commander's Flying Experience:</b>	16,000 hours (of which 210 were on type) Last 90 days - 13 hours Last 28 days - 3 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and additional enquiries by the AAIB	

## Synopsis

The pilot reported a "jolt" during the takeoff roll and was subsequently unable to obtain a safe landing gear configuration when he arrived at his destination. He diverted to an airfield with a grass runway and emergency services and the landing gear collapsed on touchdown. Examination of the right main landing gear identified a structural failure and there was evidence that a crack had been progressing for some time.

The Light Aircraft Association is reviewing the landing gear maintenance procedures and inspection requirements for this aircraft type.

## History of the flight

On approach to Bidford Airfield, the pilot selected the landing gear DOWN but the right main landing gear light did not indicate down and locked. The circuit breaker tripped when he tried recycling the system and the indications remained the same when he reset the circuit breaker after manually retracting and extending the landing gear.

He diverted to Wellesbourne where there is a grass runway and fire cover. Air Traffic Control confirmed that the landing gear configuration was abnormal and another manual retraction resulted in the right main landing gear remaining partially extended, with the wheel offset by approximately 45°.

The pilot extended the landing gear as far as possible and declared an emergency. Preparations were made for a probable landing gear collapse and the pilot used landing flap to reduce the approach speed. The magnetos and fuel were switched off during the flare and the landing gear collapsed before the aircraft came to a halt. The occupants were uninjured and exited without assistance.

### **Additional information**

Examination of the right main landing gear identified a structural failure and corrosion on the fracture faces showed that a crack had been progressing for some time. The pilot reported a “jolt” during the takeoff roll from a farm strip and it is possible that this was associated with the final failure.

The Light Aircraft Association is working with the manufacturer to review the landing gear maintenance practices and inspection requirements for this aircraft type.