

ACCIDENT

Aircraft Type and Registration:	Ikarus C42 FB80 Ikarus, G-ULSY	
No & Type of Engines:	1 Rotax 912-UL piston engine	
Year of Manufacture:	2004 (Serial no: 0405-6603)	
Date & Time (UTC):	13 July 2018 at 1230 hrs	
Location:	Sandown Airfield, Isle of Wight	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Left landing gear collapsed	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	51 years	
Commander's Flying Experience:	183 hours (of which 101 were on type) Last 90 days - 50 hours Last 28 days - 24 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Shortly after touchdown, G-ULSY's left landing gear assembly failed, allowing the mainwheel to pivot rearwards and inwards towards the fuselage. The aircraft veered left uncontrollably, departed the prepared surface and came to rest in long grass adjacent to the runway (Figure 1). Neither occupant was injured and they vacated the aircraft unaided.



Figure 1

G-ULSY's left landing gear assembly after the accident

Investigation revealed that the rod end bolt connecting the drag link to the undercarriage assembly had sheared forward of the rose joint lock nut (Figures 2 and 3).



Figure 2

Diagram showing drag link and rose joint locations



Figure 3

Rose joint/rod end bolt fracture face

The pilot reported that the touchdown was not unduly heavy and that he had not started braking at the time of failure. It was not possible to determine what caused the bolt to shear.

While other aircraft types, such as the Pietenpol Air Camper, have experienced issues with undercarriage rod end bearing failures, this was the first such Ikarus C42 incident notified to the aircraft type's CAMO¹. The CAMO would continue to monitor component failure trends and would take action should rod end reliability become a cause for concern.

Footnote

¹ Continued Airworthiness Management Organisation.