ACCIDENT

Aircraft Type and Registration:	Mainair Blade 912, G-BZNS	
No & Type of Engines:	1 Rotax 912UL piston engine	
Year of Manufacture:	2001 (Serial no: 1263-1000-7-W1057)	
Date & Time (UTC):	17 September 2020 at 1530 hrs	
Location:	Athey's Moor Airfield, Northumberland	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Damaged beyond economic repair	
Commander's Licence:	National Private Pilot's Licence	
Commander's Age:	48 years	
Commander's Flying Experience:	85 hours (of which 55 were on type) Last 90 days - 41 hours Last 28 days - 19 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB	

Synopsis

The right drag link connection failed while the aircraft was taxiing, causing the landing gear to rotate backwards and the propeller to partially sever the landing gear struts. The BMAA published an article in their December 2020 *Microlight Flying* magazine reminding owners to check drag link connections carefully during pre-flight checks.

History of the flight

After returning from a visit to East Fortune Airfield in Scotland, the pilot landed on Runway 14 without incident. He backtracked along the runway towards the airfield hangar. As he cleared the runway, travelling at approximately 5 mph, the right main landing gear collapsed. The landing gear rotated rearwards into the arc of the rotating propeller which partially sliced through the landing gear struts and spat (Figure 1).

Visual inspection revealed the right drag link bar ear connection to the fuselage pod had failed. Cracks were also found on the left drag link bar ear connection, (Figure 2).

The front drag link assembly is designed to allow movement of the rear suspension around the mounting bolt and to enable changes in the landing gear geometry when the trike unit is folded. Checking the security of drag links is a pre-flight check in Section 6 of the Mainair Blade 912 aircraft manual.

Aircraft examination

Figure 1

G-BZNS showing collapsed right landing gear
and damage caused by propeller

A BMAA article by Roger Pattrick (2020) *'Now see ear', Microlight Flying*, December 2020 briefly describes this incident and reminds owners to check the drag link connections carefully during their pre-flight checks.

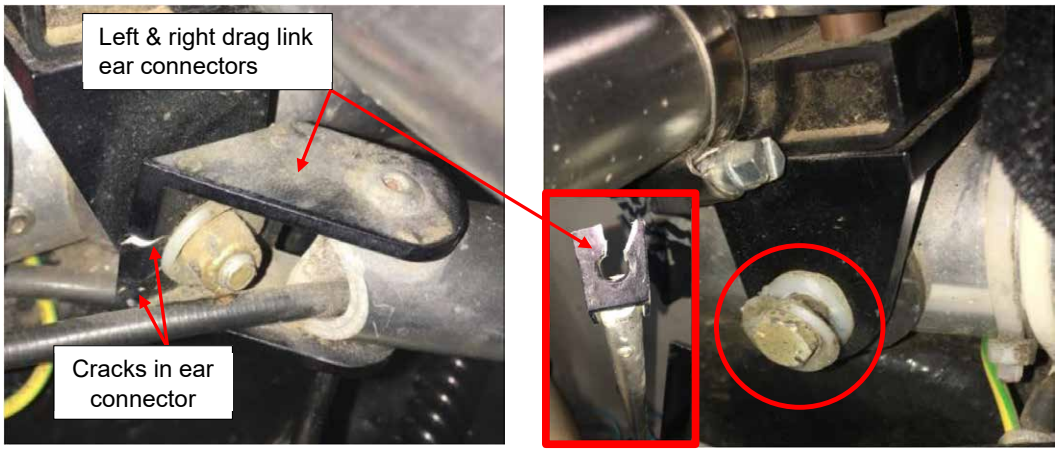

Figure 2

Left drag link ear connection showing cracks
and the failed right drag link ear connection