

ACCIDENT

Aircraft Type and Registration:	Piper PA-34-200T, G-RVNO	
No & Type of Engines:	2 Teledyne Continental TSIO-360-EB1B piston engines	
Year of Manufacture:	1975 (Serial no: 34-7570303)	
Date & Time (UTC):	14 June 2022 at 1610 hrs	
Location:	Hawarden Airport, Chester	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Right main landing gear collapse, distortion to wing and fuselage	
Commander's Licence:	Private Pilot's Licence	
Commander's Age:	33 years	
Commander's Flying Experience:	280 hours (of which 52 were on type) Last 90 days - 80 hours Last 28 days - 45 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries made by the AAIB	

Synopsis

The pilot lost directional control following a bounced landing, which resulted in the aircraft leaving the side of the runway and the collapse of the right landing gear.

History of the flight

The aircraft made a normal approach to Runway 04 at Hawarden with a crosswind of 14 kt. The pilot reduced the power and flared the aircraft to land, but on touchdown, bounced and eventually landed about 30 m further along the runway. The pilot reported that the aircraft then '*violently swung to the right*'. He made a left rudder input to correct this movement but realised the aircraft was about to leave the runway and, therefore, increased the left rudder input '*to guide it away from the lights and signs*'. At this point, the pilot '*cut the mixtures and props and fuel*'. Soon afterwards, the right landing gear leg collapsed, and the aircraft came to a stop. The aircraft sustained damage to the landing gear, wing, and fuselage. The pilot was uninjured.

Pilot's comments

The pilot reported that he was content that the aircraft was correctly configured for landing and described the approach as good, until about 50 ft agl, when everything appeared to be '*a bit fast*'. With hindsight he felt that he should have considered a go-around. He believed

that his lack of crosswind technique caused the accident, and a more coordinated use of the ailerons and rudder would have led to a more controlled and directionally stable landing.

Aircraft examination

The aircraft operator recovered and examined the aircraft after the accident. The right main landing gear side brace had failed in overload and allowed the landing gear to collapse. A picture of the aircraft taken immediately after the accident, showed the left propeller feathered. It is likely this was done inadvertently whilst the pilot moved the power levers during the accident sequence.