

## Follow-up Action on Occurrence Report

**ACCIDENT TO PIPER PA 38-112, G-BMVM, AT WYCOMBE AIR PARK, BUCKS ON 15 JUNE 2003**  
**(NOSE LANDING GEAR DETACHED FROM AIRCRAFT DURING LANDING)**

**CAA FACTOR NUMBER** : F1/2004  
**FACTOR PUBLICATION DATE** : 12 January 2004  
**OPERATOR** : Flying Club / Group  
**CAA OCCURRENCE NUMBER** : 2003/03675  
**AAIB REPORT** : Bulletin 12/2003

### SYNOPSIS

(From AAIB Report)

Following the completion of a training flight, the pilot experienced an unusual vibration on his first approach to Wycombe. He aborted the landing and continued in the circuit. On a subsequent landing, the nose of the aircraft continued to drop after touchdown, and so he raised the nose and took off again. He was asked by ATC to remain in the circuit and was also informed that the nose landing gear had detached from the aircraft. He was then talked through the subsequent approach and landing by the CFI of his training organisation. An engineering investigation revealed that the leg had failed as a result of a fatigue crack at a lubrication groove at the base of the nose gear strut housing, and that this mode of failure had happened on previous occasions to other PA-38 aircraft. An inspection of the groove may not have been carried out due to previous confusion over the insertion of the requirement into the Maintenance Manual by the manufacturer.

### FOLLOW UP ACTION

The two Safety Recommendations, made by the AAIB following their investigation, are reproduced below, together with the CAA's responses.

#### Recommendation 2003-94

In order to prevent failure of the NLG on the Piper PA-38 Tomahawk, the aircraft manufacturer should change the requirement for conducting a dye penetrant inspection of the NLG cylinder lubrication groove, such that the interval between inspections takes into account those aircraft which experience high numbers of landings per hour, but particularly those aircraft used to conduct basic flight training, and to communicate that such an inspection exists through appropriate service information documentation.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

## **Recommendation 2003-95**

The CAA should consider making the requirement to carry out a dye penetrant inspection of the Piper PA-38 Tomahawk NLG cylinder lubrication groove, in accordance with the manufacturer's documentation, mandatory.

### **CAA Response**

The CAA does not accept this Recommendation.

Since 28 September 2003, responsibility for the matters addressed in this Recommendation has passed to EASA under Regulation (EC) 1592/2002 and the recommendation should be addressed to that Agency.

Under the EASA transition arrangements Austro Control have been nominated Lead Authority with responsibilities for continued airworthiness for the PA-38 Tomahawk. Details of the AAIB report, the CAA sponsored failure analysis and CAA comments will be forwarded to the Austrian Airworthiness Authorities.

**CAA Status - Closed**