

Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA34-200T, G-ROLA, AT SHERBURN-IN-ELMET AERODROME ON 8 MAY 2003
(NOSE LANDING GEAR COLLAPSED DURING TAXI FOR TAKEOFF)

CAA FACTOR NUMBER : F24/2004
FACTOR PUBLICATION DATE : 11 June 2004
OPERATOR : Club-Group
CAA OCCURRENCE NUMBER : 2003/02736
AAIB REPORT : Bulletin 5/2004

SYNOPSIS

(From AAIB Report)

After completing the power and pre-takeoff checks, the handling pilot taxied the aircraft past the holding point in order to line up on Runway 29. At a reported groundspeed of approximately 5 to 7 kt the nose gear leg suddenly collapsed. The aircraft slid approximately 30 feet and came to rest with its nose and both propellers touching the ground. The aircraft was shut down and both occupants evacuated the aircraft via the main door. The probable cause of the nose gear collapse was a mis-rigged nose gear downlock spring link. One safety recommendation concerning the Seneca Maintenance Manual was made to the Federal Aviation Administration of the USA.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

Recommendation 2004-07

It is recommended that the Federal Aviation Administration, as the primary certificating authority for the Piper PA-34 Seneca aircraft series, should require the aircraft manufacturer to provide a clear and unambiguous description of the operation of the nose gear downlock spring link, its installation and its correct rigging by both narrative and pictorial means.

CAA Response

This recommendation is not addressed to the CAA.

CAA Status - Closed