

Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA 46 MALIBU, G-BYLM, AT ALDERNEY AERODROME C.I. ON 30 JANUARY 2004
(NOSE LANDING GEAR COLLAPSE ON LANDING)

CAA FACTOR NUMBER : F41/2004
FACTOR PUBLICATION DATE : 11 August 2004
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/00563
AAIB REPORT : Bulletin 7/2004

SYNOPSIS

(From AAIB Report)

The pilot reported that he obtained the appropriate weather reports from the Met Office website prior to his flight from Bournemouth to Alderney. On arrival at Alderney he flew a normal 90 kt visual approach to Runway 26 with the landing gear indicating down and locked. The pilot estimated there to be a strong surface wind of 200°/20-30 kt, so he used the 'wing down' technique to cater for the cross-wind. The aircraft touched down at the normal point on the main wheels followed by the nose wheel. After touchdown the aircraft started to veer to the right necessitating the use of left rudder and brake to correct for this. The nose of the aircraft then lowered allowing the propeller to come into contact with the tarmac, and the aircraft came to rest approximately 200 metres into the runway. The pilot transmitted a short 'MAYDAY', turned off the fuel and shut down the aircraft. He was then able to vacate the aircraft normally via the main door. The fire services, that were already on 'weather standby', arrived on the scene about 20 seconds later.

FOLLOW UP ACTION

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

Recommendation 2004-54

It is recommended that the European Aviation Safety Agency (EASA), through their Lead Authority / JAA Team of Austro Control GmbH (ACG), and the FAA make the inspection requirements of the latest revision to Piper Service Bulletin 1103 mandatory by Airworthiness Directive action.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed