

Follow-up Action on Occurrence Report

ACCIDENT TO PIPER PA28-161, G-BTBC, AT WELLESBOURNE MOUNTFORD ON 28 OCTOBER 2003
(RIGHT MAIN LANDING GEAR BROKE AWAY FROM AIRCRAFT ON LANDING)

CAA FACTOR NUMBER : F42/2004
FACTOR PUBLICATION DATE : 13 October 2004
OPERATOR : Wellesbourne Aviation
CAA OCCURRENCE NUMBER : 2003/07475
AAIB REPORT : Bulletin 9/2004

SYNOPSIS

(From AAIB Report)

The aircraft was being flown for the purpose of flight instructor training. The handling pilot was the instructor under training and he was seated in the right hand seat. Weather conditions were good with a surface wind of 240°/07 kt. The aircraft made a normal approach and landing on Runway 18, which has an asphalt surface with 912 metres (2,990 feet) landing distance available. During the landing roll the pilots noticed some shaking through the airframe, the right wing began to lower towards the runway surface and the aircraft veered to the right. The aircraft came to rest at the right side of the runway, after which shutdown checks were completed and the crew evacuated.

The right main wheel and leg had broken away from the underside of the wing but remained attached to the aircraft by the hydraulic brake pipe.

FOLLOW UP ACTION

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

Recommendation 2004-14

It is recommended that the European Aviation Safety Agency (EASA) review the torque linkage in PA-28 aircraft with fixed main landing gears, with a view to implementing an improved inspection procedure for the lower torque link bolt. It is additionally recommended that EASA implement a similar procedure for the centre bolt that reinstates the intent of the Civil Aviation Authority's (United Kingdom) Additional Airworthiness Directive No 016-02-80 Revision 1 which has now been cancelled.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-15

Until such time as they gain experience in matters of continuing airworthiness, it is recommended that the European Aviation Safety Agency review the policy of cancellation of National Mandatory Items, including Additional Airworthiness Directives.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-20

It is recommended that the Federal Aviation Administration, (FAA), as certifying authority for the Piper PA-28 series of aircraft, mandate Piper Service Letter No 842, which called for an improved inspection procedure for the bolt attaching the upper and lower links in the main landing gear torque link assembly. It is further recommended that a similar inspection procedure should be mandated for the lower torque link bolt.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed