

Follow-up Action on Occurrence Report

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**ACCIDENT TO ROBIN DR400/180 REGENT, G-FTIL, AT LITTLE STAUGHTON AIRFIELD
ON 26 SEPTEMBER 2003
(NOSE LANDING GEAR COLLAPSED ON LANDING)**

CAA FACTOR NUMBER : F7/2005
FACTOR PUBLICATION DATE : 15 March 2005
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2003/06743
AAIB REPORT : Bulletin 2/2005

SYNOPSIS

(From AAIB Report)

The aircraft was being flown to Little Staughton Airfield for some pre-arranged scheduled maintenance. The weather at Little Staughton was CAVOK with a surface wind from 250° at 10 kt. Shortly after a normal landing on Runway 25 the aircraft veered violently to the left and the nose landing gear (NLG) collapsed. The propeller contacted the ground, the engine stopped and the aircraft slid approximately 20 metres before coming to rest 5 metres from the edge of the runway.

FOLLOW UP ACTION

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

Recommendation 2004-86

It is recommended to the manufacturer, Apex Aviation, that Service Bulletin 101 be re-issued to include the inspection of the Upper Support Plate in the same areas as those specified on the Lower Support Plate.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-87

It is recommended that the Director Generale de L'Aviation Civile (DGAC), France as lead agency for the European Air Safety Agency (EASA), re-issue Airworthiness Directive No 83-206(A) to include the inspection of the Upper Support Plate in the same areas as those specified on the Lower Support Plate.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2004-88

It is recommended that the Director Generale de L'Aviation Civile (DGAC), France assess the standard of welding made by Apex Aviation to ensure that it meets the European and French requirements and standards for the manufacture of aviation components.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed