

Follow-up Action on Occurrence Report

**ACCIDENT TO PIPER PA34-200T, G-BNEN, AT WHITE WALTHAM AIRFIELD ON 22 FEBRUARY 2003
(NOSE LANDING GEAR COLLAPSED ON TAKE-OFF)**

CAA FACTOR NUMBER : F42/2005
FACTOR PUBLICATION DATE : 09 December 2005
OPERATOR : Warwickshire Aerocentre
CAA OCCURRENCE NUMBER : 2003/01138
AAIB REPORT : Bulletin 11/2005

SYNOPSIS

(From AAIB Report)

During takeoff, the nose landing gear collapsed and the pilot was unable to prevent the propellers and nose of the aircraft from striking the runway. Investigation showed that the upper eye end of the Sprung downlock link had failed and that there was considerable wear in the upper and centre pivots of the drag brace.

The geometric downlock mechanism had recently been adjusted to correct an inability of the nose landing gear to free fall. There was no procedure available in the aircraft maintenance manual for correcting an inability to lower the landing gear by free fall.

Two new safety recommendations are made and reference is made to three earlier recommendations.

FOLLOW UP ACTION

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

Recommendation 2005-106

The Federal Aviation Administration of the USA should ensure that the New Piper Aircraft Company includes, in the appropriate Maintenance Manuals, clear advice on the factors affecting 'free fall' extension of this landing gear and a more precise definition of an 'acceptable' nose landing gear 'Retraction Link Retention Spring'.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2005-107

The Federal Aviation Administration of the USA should ensure that the New Piper Aircraft Company reviews the content of Service Bulletin 1123A and expedites embodiment of the resulting instructions into the Maintenance Manual.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed