

## Follow-up Action on Occurrence Report

**ACCIDENT TO BOLKOW BO208C JUNIOR, G-ATXZ, AT TATENHILL AIRFIELD, STAFFS ON 23 SEPTEMBER 2006**

**CAA FACTOR NUMBER** : F32/2007  
**FACTOR PUBLICATION DATE** : 13 September 2007  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2006/08653  
**AAIB REPORT** : Bulletin 8/2007

### SYNOPSIS

From AAIB Report:

After conducting a short local flight the pilot flew the aircraft back to the departure airfield to carry out some 'touch-and-go' landings. During the climb out from the second takeoff, following a normal touchdown and landing roll, the nose landing gear fell away from the aircraft. A metallurgical examination revealed fatigue crack growth in the nose landing gear outer tube. It was not possible to establish the length of time that the fatigue cracking had been present prior to the final failure. The nose landing gear had been fitted to the aircraft as a replacement item some 51 airframe hours prior to this accident.

### FOLLOW UP ACTION

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

#### Recommendation 2007-038

It is recommended that the European Aviation Safety Agency (EASA) review the inspection requirements of Airworthiness Directive No 72-92 to ensure the continued airworthiness of Bolkow BO208 nose landing gears.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

#### Recommendation 2007-039

It is recommended that the Civil Aviation Authority review the airworthiness category under which UK registered Bolkow BO208 aircraft are operated.

## **CAA Response**

The CAA accepts this recommendation and has reviewed the airworthiness category under which UK registered Bolkow BO208 aircraft are operated. Although a few aircraft are operated historically under a UK Permit to Fly, the majority, and any new BO 208 aircraft to the UK, are operated on an EASA Certificate of Airworthiness. The Certificate of Airworthiness and Permit systems have different airworthiness criteria relating to the different operating regimes (Permits may have a number of additional operational restrictions by comparison to Certificates of Airworthiness). There is, however, still an obligation on the owner to carry out maintenance in accordance with any published manufacturer's instructions. It is also incumbent on the owner to use approved components on the aircraft or seek formal approval of alternatives. So, whilst the Permit system may carry with it procedural differences in airworthiness control (the lack of a requirement for a Form 1 being an example) the review concluded that the operational restrictions offset this sufficiently for the Permit system, when taken as a whole, to still provide an acceptable level of airworthiness for such aircraft.

**CAA Status - Closed**