

Follow-up Action on Occurrence Report

ACCIDENT TO PA-38-112, G-BNVD, AT DURHAM TEES VALLEY AIRPORT ON 9 DECEMBER 2006

CAA FACTOR NUMBER : F35/2007
FACTOR PUBLICATION DATE : 12 December 2007
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2006/11146
AAIB REPORT : Bulletin 10/2007

SYNOPSIS

From AAIB Report:

Whilst taxiing following a firm landing, the left main gear detached from the aircraft. Examination showed that one of the three landing gear attachment bolts had unscrewed and fallen out and the remaining two bolts had pulled out as the gear detached from the aircraft.

FOLLOW UP ACTION

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

Recommendation 2007-087

It is recommended that the Civil Aviation Authority reconcile the anomaly of the aircraft manufacturer's requirement to check the torque of the main landing gear attachment bolts on Piper PA-38 aircraft every 100 hours against the LAMS requirement to check the security of landing gear attachment bolts every 150 hours.

CAA Response

The CAA does not accept this Recommendation.

The CAA has previously addressed this issue in that the approved maintenance schedule in place for this aircraft - CAA/LAMS/A/1999/A section 3 Para 8 - requires owners/ operators to review and embody where appropriate, continued airworthiness recommendations made by the type design organisations.

Note: The CAA is replacing LAMS by LAMP (Light Aircraft Maintenance Programme) in the 4th quarter of 2007, which is applicable to all EASA aircraft below 2730kg. This further underlines the owner/operator responsibilities in the area of compliance with the type design organisation's continued airworthiness requirements by linking it to the part M.A.302 requirements for maintenance programmes.

CAA Status - Closed

Recommendation 2007-088

It is recommended that the Federal Aviation Administration require that Piper Aircraft introduce a form of locking on the main landing gear attachment bolt, part number 401 511, fitted to PA-38 series aircraft.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed