

# **Follow-up Action on Occurrence Report**

# ACCIDENT TO PIPER PA34-200T, G-ROLA, AT SHERBURN-IN-ELMET AERODROME ON 8 MAY 2003 (NOSE LANDING GEAR COLLAPSED DURING TAXI FOR TAKEOFF)

CAA FACTOR NUMBER	:	F24/2004
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OPERATOR	:	Club-Group
CAA OCCURRENCE NUMBER	:	2003/02736
AAIB REPORT	:	Bulletin 5/2004

# **SYNOPSIS**

# (From AAIB Report)

After completing the power and pre-takeoff checks, the handling pilot taxied the aircraft past the holding point in order to line up on Runway 29. At a reported groundspeed of approximately 5 to 7 kt the nose gear leg suddenly collapsed. The aircraft slid approximately 30 feet and came to rest with its nose and both propellers touching the ground. The aircraft was shut down and both occupants evacuated the aircraft via the main door. The probable cause of the nose gear collapse was a mis-rigged nose gear downlock spring link. One safety recommendation concerning the Seneca Maintenance Manual was made to the Federal Aviation Administration of the USA.

# FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced below, together with the CAA's response.

# **Recommendation 2004-07**

It is recommended that the Federal Aviation Administration, as the primary certificating authority for the Piper PA-34 Seneca aircraft series, should require the aircraft manufacturer to provide a clear and unambiguous description of the operation of the nose gear downlock spring link, its installation and its correct rigging by both narrative and pictorial means.

# **CAA** Response

This recommendation is not addressed to the CAA.

**CAA Status - Closed** 

This publication provides the initial CAA response to each Safety Recommendation made by the Air Accidents Investigation Branch, Department of Transport. Status 'CLOSED' or 'OPEN' indicates completion or not of all actions judged appropriate by the CAA in response to the Recommendation.

The current status and the final responses to all Safety Recommendations are contained in an annual CAA report entitled PROGRESS REPORT - CAA RESPONSES TO AIR ACCIDENTS INVESTIGATION BRANCH (AAIB) SAFETY RECOMMENDATIONS. The absence of errors and omissions cannot be guaranteed. This document is published by the Safety Investigation and Data Department, Safety Regulation Group, Civil Aviation Authority, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. Tel: 01293 573220 Fax: 01293 573972 Telex: 878753