

Follow-up Action on Occurrence Report

ACCIDENT TO AVID SPEEDWING, G-BUZH, AT CAERNARFON, WALES ON 28 MARCH 2004
(NOSE LANDING GEAR COLLAPSED ON LANDING)

CAA FACTOR NUMBER : F48/2004
FACTOR PUBLICATION DATE : 11 November 2004
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2004/01886
AAIB REPORT : Bulletin 10/2004

SYNOPSIS

(From AAIB Report)

Whilst taxiing, following an uneventful landing, the nose landing gear collapsed. Subsequent investigation revealed that circumferential cracking had developed from a through bolt hole used to retain a stop bushing (or lower bearing sleeve) on the nose gear strut. These holes had been drilled aligned with the fore and aft axis of the aircraft and were in the area of highest stress whenever the gear flexed, for example, during touchdown. It was recommended by the manufacturer and the PFA that the axis of this hole should be aligned perpendicular to the line of flight, in the axis of minimum stress loading, which is left to right and parallel to the nose wheel axle.

FOLLOW UP ACTION

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

Recommendation 2004-71

It is recommended that the PFA ensure all Avid Speedwing aircraft under construction or in service in the UK, that are fitted with a nose landing gear, have the nose gear strut installed with the axis of the bolt hole for the stop bushing aligned parallel to the nose wheel axle, and that none have been modified to leave redundant holes aligned with the aircraft longitudinal axis.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed