

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

**ACCIDENT TO PUMA SPRINT, G-MNFX, NEAR SANDBACH, CHESHIRE ON 15 AUGUST 2004**  
**(NOSE WHEEL ASSEMBLY FAILED ON LANDING)**

**CAA FACTOR NUMBER** : F1/2005  
**FACTOR PUBLICATION DATE** : 13 January 2005  
**OPERATOR** : Private  
**CAA OCCURRENCE NUMBER** : 2004/05605  
**AAIB REPORT** : Bulletin 12/2004

### **SYNOPSIS**

(From AAIB Report)

During a normal landing on a grass strip, the nose wheel assembly became detached from the microlight causing it to roll forward seriously injuring the pilot and passenger. The failure of the nose wheel assembly was caused by a fatigue fracture of the 'snoot', which grew from a probable defect in the weld securing the nose wheel mounting bush to the 'snoot'.

### **FOLLOW UP ACTION**

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

#### **Recommendation 2004-89**

It is recommended that Medway Microlights should require the welds securing the nose wheel assembly mounting bush to the snoot fitted to Puma Sprint, Raven and Raven X microlight aircraft, to be inspected for cracks at the earliest opportunity.

#### **CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

#### **Recommendation 2004-90**

It is recommended that Medway Microlights review the maintenance and inspection requirements and life expectation of the snoot assembly fitted to the Puma Sprint, Raven and Raven X microlight aircraft.

#### **CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**