

Follow-up Action on Occurrence Report

ACCIDENT TO PEGASUS CT2K, G-CBWA, AT WYCOMBE AIR PARK ON 18 FEBRUARY 2003
(NOSEWHEEL FAILURE AS MICROLIGHT TAXIED IN)

CAA FACTOR NUMBER : F17/2003
FACTOR PUBLICATION DATE : 11 July 2003
OPERATOR : Private
CAA OCCURRENCE NUMBER : 2003/00981
AAIB REPORT : Bulletin 6/2003

SYNOPSIS

(From AAIB Report)

The aircraft had been used throughout the day for the purposes of training, covering a mixture of exercises including an hour of circuit flying in the morning. This flight was a short air experience flight which was conducted in the local area. The final approach to Runway 07L was made in conditions of smooth air, with 75% flap, and an approach speed of 55 kt. The touchdown was smooth, with the nosewheel being held off in the normal manner and the aircraft was slowed with the minimum of braking as the pilot intended to vacate the runway at its northerly end. Nothing abnormal was noted whilst on the runway. The aircraft was then taxied onto the grass in the direction of the parking area and, after approximately 50 metres taxiing over the fairly rough surface, the aircraft suddenly pitched forward. This was accompanied by a loud 'cracking' noise and the propeller stopped after contacting the ground. The fuel and magnetos were switched off, as were the electrical services, immediately after informing the tower of the accident. The occupants were uninjured and evacuated the aircraft via the normal exits.

It was immediately evident that the nosewheel had failed and that the nosewheel forks had contacted the ground, and that this had caused the nose gear strut to be bent backwards.

FOLLOW UP ACTION

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

Recommendation 2003-33

It is recommended that the aircraft manufacturer, Pegasus Aviation, should modify the nosewheel assembly to minimise or eliminate the possibility of incorrect assembly by insertion of the wheel half mounting bolts in to the wrong holes in the nosewheel hub.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2003-34

It is recommended that the aircraft manufacturer, Pegasus Aviation, should issue written instructions to owners of the CT2K microlight explaining how to correctly install the nosewheel assembly.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed

Recommendation 2003-35

It is recommended that the aircraft manufacturer, Pegasus Aviation, should take appropriate measures to ensure that recently replaced nosewheel assemblies have been correctly installed.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed