

## Grumman AA-5A, G-BDLO, 28 August 2000

**AAIB Bulletin No: 4/2001 Ref: EW/G2000/08/26 Category: 1.3**

**Aircraft Type and Registration:** Grumman AA-5A, G-BDLO

**No & Type of Engines:** 1 Lycoming O-320-E2G piston engine

**Year of Manufacture:** 1975

**Date & Time (UTC):** 28 August 2000 at 1703 hrs

**Location:** Elstree Aerodrome, Hertfordshire

**Type of Flight:** Private

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - None - Passengers - N/A

**Nature of Damage:** Nosegear support structure and propeller damaged

**Commander's Licence:** Private Pilot's Licence

**Commander's Age:** 48 years

**Commander's Flying Experience:** 1,100 hours (of which 300 were on type)  
Last 90 days - 0 hours  
Last 28 days - 0 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

After a normal landing on Runway 26, the aircraft was being taxied along a grass taxiway parallel to the runway when a partial collapse of the nose landing gear leg occurred, causing damage to the propeller.

The nose leg on this type of aircraft is a shaped cantilevered tube which is attached to a torsion tube mounted transversely in the fuselage. It was reported by maintenance personnel who inspected the aircraft after the incident that a failure had occurred in the region where these two tubes joined. Since they thought that the failure could have occurred as a result of corrosion related fatigue cracking, they requested that the damaged components be examined by the AAIB. However, before these parts could be forwarded, they were apparently inadvertently discarded following repair of the aircraft.

This type has had a relatively high incidence of nose landing gear failures in service which have included torque tube damage. However, these failures have usually occurred due to overstressing of the noseleg as a result of bounced or heavy landings on the nosewheel, although this had not occurred in this incident.

