

## **BULLETIN CORRIGENDUM**

<b>AAIB File:</b>	EW/G99/09/23
<b>Aircraft Type and Registration:</b>	Piper PA-46 Malibu, N666LP
<b>Date &amp; Time (UTC):</b>	28 September 1999 at 1034 hrs
<b>Location:</b>	Southampton Airport, Hampshire
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and AAIB enquiries

The Bulletin on the above accident was published in AAIB Bulletin 12/2000. Please delete all text following from, and including, the ‘Safety recommendation’ paragraph heading and replace with the following:

### **Maintenance inspection**

There are currently no required specific inspections in this area of the engine/noseleg mounting frame, although the manufacturer drew attention to the 100 hour check of the jack actuator and attachment nuts for condition and security included in Item 21 of Section E (Landing Gear Group) of the Periodic Inspection Chart on page 1C19 of the Aircraft Maintenance Manual (AMM). This inspection also requires a retraction and extension check of the landing gear system. In addition, the manufacturer referred to Chart 1, ‘Trouble Shooting Nose Gear’, on page 3D11 of the AMM which requires that, if the nose gear fails to steer correctly, the cause should be determined and corrected. However, the mounting frame is not routinely removed in service and the area which fractured is difficult to inspect visually. It is also an area which is frequently dirty from operation in service. In addition, while this type of crack is propagating it appears possible for it to ‘open up’, allowing the frame to deflect sufficiently to cause steering difficulties, and then to ‘close up’ again to restore apparently normal steering, with reduced visual indications then available to detect its presence. However, the manufacturer stated that this was the only instance of such cracking in this part of the mounting frame of which they were aware, and that they considered this to have been an isolated incident.

In view of these findings on this apparently isolated instance of a fatigue induced fracture in this area of the mounting frame, a related safety recommendation has not been made. This incident does indicate, however, that when any steering problems are encountered in service the source of the problem should be positively identified, with particular attention to the possibility of cracking in related areas which require thorough cleaning in order to increase the effectiveness of difficult visual inspections.