

Stern ST80, G-BWVI

BULLETIN ADDENDUM	
AAIB File:	EW/G2002/08/20
Aircraft Type and Registration:	Stern ST80, G-BWVI
Date & Time (UTC):	21 August 2002 at 1757 hrs
Location:	Long Mynd Gliding Site, Shropshire
Information Source:	Aircraft Accident Report Form submitted by the pilot

AAIB Bulletin No 10/2002, page 14 refers

Following the accident the aircraft has been undergoing repairs, during these repairs the owner has discovered some additional facts that may have been pertinent.

On completion of the repairs, weighing of the aircraft revealed that the empty weight was significantly higher than the weight quoted in the weight and balance schedule in use at the time of the accident. The measurement showed an empty weight of 265 kg, as opposed to the expected quoted weight of 237 kg. The repairs did not add any significant weight to the aircraft and there had not been any additional modifications since its manufacture. This would indicate that the original weight had been incorrectly measured or recorded in the weight and balance schedule.

With this new information, the owner admitted that at the time of the accident the operating weight of the aircraft might have exceeded its maximum all up weight.

Also, during the repairs the nose wheel pivot on the end of the nose leg, which had fractured during the landing, was found to differ from the original design drawings. A stress analysis of the design utilised on G-BWVI at the time of the accident shows that its strength in bending was only 23% that of the original design. There was no record of this modification to the nose gear, either in the documents received by the owner when he purchased the aircraft or with the PFA.

The owner believes that had the original design been installed then the failure of the nose wheel would not have occurred.