

Avions Pierre Robin R2160 Alpha Sport, G-BVYO

AAIB Bulletin No: 2/2004	Ref: EW/G2003/09/15	Category: 1.3
Aircraft Type and Registration:	Avions Pierre Robin R2160 Alpha Sport, G-BVYO	
No & Type of Engines:	1 Lycoming O-320-D2A piston engine	
Year of Manufacture:	1995	
Date & Time (UTC):	13 September 2003 at 1830 hrs	
Location:	Wellesbourne Mountford, Warwickshire	
Type of Flight:	Private	
Persons on Board:	Crew - Unknown	Passengers - Unknown
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Damage to nose landing gear attachments and firewall	
Commander's Licence:	Unknown	
Commander's Age:	Unknown	
Commander's Flying Experience:	Unknown	
Information Source:	Aircraft Accident Report Form submitted by the pilot and further inquiries by the AAIB	

During a routine maintenance inspection on the morning of 14 September 2003 damage to the aircraft was discovered in the region of the nose landing gear attachments. Damage was found to the firewall around the top of the nose gear together with warping of the frames supporting the nose gear and the firewall. A split was identified in each side of the metal centre tunnel attaching the nose gear to the cockpit structure close to the rudder pedals. That deformation had caused the left pedal associated with the right seat to rub against the deformed structure, snagging the pedal but still allowing it full movement. It was considered that the damage was consistent with a heavy landing.

The aircraft had last been flown the previous evening and the pilot on that occasion reported that he had taken a friend for a flight in the local area. The flight lasted one hour and twenty minutes and concluded with a single landing, which the pilot regarded as giving no cause for concern, and upon which his friend had commented favourably at the time. The pilot recalled that the aircraft had landed on the right wheel first, followed by the left wheel and finally the nose wheel. The landing had been made on Runway 18 in good weather with a variable surface wind of 5 kt. The pilot subsequently flew with an instructor who remarked that the pilot's landing on that flight had been normal. The pilot, however, considered that this landing was firmer than the one on the evening of 13 September.

It is not possible to be certain when the aircraft sustained the damage described above but the severity of it should have made those present aware of its possibility. It is the responsibility of the aircraft commander to report such an event, thereby ensuring continuing airworthiness through the rectification of any damage before the aircraft is flown again.