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**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Diamond DA42 Twin Star, G-CTCF	
<b>No &amp; Type of Engines:</b>	2 Thielert TAE 125-02-99 piston engines	
<b>Year of Manufacture:</b>	2005	
<b>Date &amp; Time (UTC):</b>	30 May 2008 at 1700 hrs	
<b>Location:</b>	Bournemouth International Airport, Dorset	
<b>Type of Flight:</b>	Training	
<b>Persons on Board:</b>	Crew - 2	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Nosewheel retaining bolt detached from bracket	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	41 years	
<b>Commander's Flying Experience:</b>	2,599 hours (of which 705 were on type) Last 90 days - 29 hours Last 28 days - 9 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

**Synopsis**

As the aircraft came to a stop at its parking position after landing, the landing gear unsafe warning illuminated. Inspection of the nose landing gear revealed that a nose gear strut retaining bolt had separated from a bracket on the nose gear bay side wall, allowing the strut to rest against the wall and damage wiring associated with the nose gear warning.

The landing was not considered heavy, but the subsequent de-rotation to nose gear touchdown was described as firm. Maintenance personnel considered that the sidewall could have flexed at nose gear touchdown, allowing the retaining bolt to be dragged from its bracket when nose wheel steering was used at full deflection for parking.