

BULLETIN CORRECTION

AAIB File No:	EW/G2005/02/02
Aircraft Type and Registration:	Piper PA-23-250 Aztec, N54211
Date & Time (UTC):	5 February 2005 at 1310 hrs
Location:	Elstree Aerodrome, Hertfordshire
Information Source:	Correspondence with the commander

AAIB Bulletin No 8/2005, page 60 refers

In this report it was stated that during the recovery ‘A truck was connected to the tie-down ring on the tail of the aircraft using a rope’ and then ‘the truck pulled the tie-down ring and surrounding skin off the aircraft.’ The truck was not connected to the tie-down ring during the initial attempt to lower the nose gear. The horizontal tail was lowered solely by the weight of the people sitting on it.

After the main gear collapsed during the failed recovery, the aircraft was dragged by its nose gear to an open grass area clear of the taxiway but due to the boggy conditions, the nose leg sank into the ground. The fire service then secured a truck to the tie-down ring in an attempt to rotate the aircraft clear of the taxiway, and it was at this time that the tie-down ring and surrounding skin were torn from the aircraft.

The pilot of N54211 also wished to highlight a human factor issue that contributed to the main gear collapse

during the recovery of the aircraft. He reported that after he had landed and vacated the aircraft, the fire crew were eager to remove it from the runway as soon as possible so that the runway could be re-opened. There was also an unconfirmed report that another aircraft with low fuel was requesting priority to land (this turned out not to be true). Because of these pressures the pilot said he rushed to help move the aircraft without taking the time to consider carefully the operation of the landing gear system. After the tail was lowered he tried to extend the nose gear by pulling on it with a rope. During his pull the main gear collapsed but he narrowly avoided injury.

The pilot stated that if there was a moral to the story it was that “if you have just force-landed an aircraft don’t immediately get involved in its recovery.”