

ADDENDUM TO BULLETIN 2/88

Ref 1c: Beech 76 G-BGHP - 6 December 1987

As a result of further information being brought to the attention of the AAIB, the last sentence of the last paragraph should read:

"The hinge on the left nose landing gear door had become sufficiently stiff such that the landing gear would not extend".

The following sentence should be added:

"Both nose landing gear hinges were renewed, and the hinge pins lubricated".

Ref 1c: Stampe SV4C(G) G-ATKC - 2 August 1987

Additional information concerning Stampe tie rods has become available, necessitating an amendment to the above-mentioned Bulletin.

The tie rods fitted to G-ATKC were made to a drawing dated September 1972; the drawing number was appended "Issue 2", and, as noted in the Bulletin, machine cut threads were specified. However, the original "Issue 1" drawing, dated June 1970, specified rolled threads. It was this design that gained approval by the CAA as a Minor Modification in 1971 (not 1972, as stated in the Bulletin). No documentation has been found which approved the "Issue 2" design.