

No: 9/90

Ref: EW/G90/04/18

Category: 1c

**Aircraft Type
and Registration:**

Slingsby T67B, G-BLLP

No & Type of Engines:

1 Lycoming O-235-N2A piston engine

Year of Manufacture:

1984

Date and Time (UTC):

23 April 1990 at 1400 hrs

Location:

Dunkeswell Airport, Honiton, Devon

Type of Flight:

Private

Persons on Board:

Crew - 2

Passengers - None

Injuries:

Crew - None

Passengers - N/A

Nature of Damage:

Nose landing gear leg and propeller broken

Commander's Licence:

Private Pilot's Licence with IMC, Night and full Instructor ratings

Commander's Age:

37 years

**Commander's Total
Flying Experience:**

2,600 hours (of which 2,000 were on type)

Information Source:

Aircraft Accident Report Form submitted by the pilot

Whilst taxiing to the runway holding point prior to circuit training, the nose landing gear fork detached from the bottom of the leg and the aircraft dropped onto its propeller. Subsequent examination revealed the presence of fatigue cracking in the welded joint between the oleo leg and the base-plate to which the fork is bolted.

A further separation and several cases of cracking are understood to have occurred in this area on other T67 aircraft. Accordingly the Manufacturer has issued a Service Bulletin, No. 036, which requires a repetitive dye-penetrant inspection of the suspect area every 150 flying hours and a visual inspection at the intervening 50-hour intervals. This Service Bulletin was classified Mandatory before further flight by the CAA on 11 June 1990 under Airworthiness Directive 018-06-90.

The Manufacturer is developing a modification, No.425, which redesigns the affected area and should remove the requirements of the A.D.