

Piper PA-34-200T, G-CHEM

AAIB Bulletin No:	11/99	Ref:	EW/G99/08/13	Category:	1.3
Aircraft Type and Registration:	Piper PA-34-200T, G-CHEM				
No & Type of Engines:	2 Continental TSIO-360-EB1 piston engines				
Year of Manufacture:	1981				
Date & Time (UTC):	12 August 1999 at 2025 hrs				
Location:	Stapleford Tawney Airfield, Essex				
Type of Flight:	Private				
Persons on Board:	Crew - 2 - Passengers - None				
Injuries:	Crew - None - Passengers - N/A				
Nature of Damage:	Propellers, nose gear, nose gear door				
Commander's Licence:	Airline Transport Pilot's Licence				
Commander's Age:	42 years				
Commander's Flying Experience:	2,940 hours (of which 400 were on type)				
	Last 90 days - 87 hours				
	Last 28 days - 40 hours				
Information Source:	Aircraft Accident Report Form submitted by the pilot				

The flight crew had flown from Guernsey to Stapleford Tawney in Essex. The weather at the destination was good with a light variable wind, visibility greater than 10 km and cloud scattered at 3,500 feet. Runway 22L was the runway in use; this has a published landing distance of 900 metres. The first 440 metres of this landing surface is asphalt and the remainder is grass. The abbreviated precision approach path indicators for this runway are set to 4.25°.

The co-pilot flew the visual approach and landing. The commander confirmed that the gear was down and locked with three green lights illuminated. He assessed the approach and landing as satisfactory and noted that a normal touchdown was made on the main gear at the correct speed. Shortly after the nosewheel was lowered onto the runway the nose leg collapsed. The aircraft slid approximately 300 metres along the runway before coming to rest on the grass area. The crew completed the necessary shut down checks and evacuated the aircraft without difficulty. The airfield fire and rescue services arrived at the scene promptly.

The maintenance organisation determined that there had been a mechanical failure of the nose gear down lock. They also noted distortions in the nose gear locking mechanism indicative of previous

heavy landings. It was their opinion that these distortions had ultimately led to the mechanical failure.