

## Follow-up Action on Occurrence Report

*ACCIDENT TO DIAMOND HK36TC, G-OSFA, AT ENSTONE AIRFIELD, OXFORDSHIRE ON 12 JUNE 2006*

CAA FACTOR NUMBER : F16/2007  
FACTOR PUBLICATION DATE : 10 May 2007  
OPERATOR : Private  
CAA OCCURRENCE NUMBER : 2006/04933  
AAIB REPORT : Bulletin 5/2007

### SYNOPSIS

From AAIB Report:

Following a normal approach and touch-down a loud scraping noise was heard from the front of the aircraft which was followed by the nose wheel detaching from the nose leg. The metallurgical examination revealed that both the nose landing gear wheel fork arms had failed in overload and that the materials were of the correct specification.

### FOLLOW UP ACTION

The three Safety Recommendations made by the AAIB following their investigation are reproduced below together with the CAA's responses.

#### Recommendation 2006-113

It is recommended that Diamond Aircraft Industries, the aircraft manufacturer, issue a service bulletin for HK36-TC aircraft requiring immediate and recurring inspections for cracking of the nose landing gear wheel fork arms.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

#### Recommendation 2006-114

It is recommended that Diamond Aircraft Industries, the aircraft manufacturer, fully appraise the sulphuric acid anodising of the nose landing gear wheel fork arms that are fitted to HK36-TC aircraft for its effect on fatigue crack resistance.

#### CAA Response

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**

**Recommendation 2006-115**

It is recommended that the European Aviation Safety Agency (EASA) review the design, manufacturing and material specifications for Diamond HK36-TC nose landing gear wheel fork arms for their suitability for continued airworthiness.

**CAA Response**

This Recommendation is not addressed to the CAA.

**CAA Status - Closed**