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STATEMENT

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This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Swedish Accident Investigation  
Authority  
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## The Swedish Transport Agency's Statement on the Final Report concerning the accident involving a Piper PA-28-181, Registration SE-LKV, at Varberg Airport, Halland County, on 16 August 2024

### Safety recommendations

The Swedish Transport Agency is recommended to:

- Inform relevant maintenance and airworthiness organizations about the importance of ensuring that the bolted joints for torque links on the Piper PA-28 and its variants comply with the aircraft manufacturer's specifications. *(SHK 2025:xx R1)*
- Inform the Swedish Transport Agency's inspectors to be aware that bolted joints for torque links on the Piper PA-28 and its variants are in accordance with the aircraft manufacturer's specifications when monitoring the continuing airworthiness of aircraft (ACAM). *(SHK 2025:xx R2)*

**The Swedish Transport Agency has taken the following measures:**

The Swedish Transport Agency has sent the following information to a total of 18 Part-145/CAO/CAMO organizations that have the Piper PA-28 in their scope:

As a result of the accident involving a Piper PA-28-181 aircraft on 16 August 2024, the Swedish Accident Investigation Authority (SHK) recommended that the Swedish Transport Agency inform relevant maintenance and airworthiness organizations about the occurrence, in which the lower right part of the main landing gear detached during takeoff due to the torque link lacking a secure and adequate locking.

<http://www.shk.se/> Case number: L-86/24

The Piper PA-28 maintenance manual and parts catalog specify that the bolted joints (bolts) for the torque links must use castle nuts secured with cotter pins.

Those performing maintenance and airworthiness reviews should pay particular attention to ensuring that the bolted joints for torque links on the Piper PA-28 and its variants comply with the aircraft manufacturer's specifications during maintenance, airworthiness reviews, or other inspections. The Swedish Transport Agency will also pay attention to this during inspections (ACAM).

The above information was shared with SLO inspectors at an inspection meeting held on 7 April 2025.

The decision in this matter has been made by Head of Section Christina Berlin. Head of section Björn Holm, from the Section for Technical Operations Nicklas Svensson, and Accident Coordinator Magnus Hällborn from the Section for Analysis participated in the final administration of the case, the latter presenting the case.

Christina Berlin

Head of Section