

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/702/1012

1. LOCATION OF OCCURRENCE

35 miles north-east of Narrabri, New South Wales.	Height a.m.s.l. (ft) 1500 feet	Date 12.2.70	Time (Local) 0540	Zone EST
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2. THE AIRCRAFT

Type and Model Transavia PL-12 "Airtruk"	Registration VH-TRF	Certificate of Airworthiness	Valid from 24.9.68	Valid to 23.9.77
Registered Owner Airfarm Associates Pty. Ltd., Airport, Tamworth, New South Wales.	Operator Airfarm Associates Pty. Ltd., P.O. Box 424, Tamworth, New South Wales.	Degree of damage to aircraft Substantial	Other property damaged Nil	
Defects discovered Fatigue cracking of nose gear lower pivot support assembly.				

3. THE FLIGHT

Last or intended departure point "Trevallyn" Agricultural Strip	Time of departure 0540	Next point of intended landing Point of Departure	Purpose of flight Superphosphate Spreading	Class of operation Aerial Work
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Brian John BINSKIN	Pilot	31	Commercial	179	4236	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

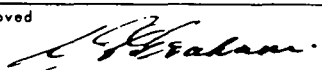
7. RELEVANT EVENTS

The pilot had flown into the "Trevallyn" agricultural strip and was about to commence operations. After the aircraft was loaded with 12 hundredweight of superphosphate the pilot made a normal turn away from the superphosphate dump and began his take-off in calm conditions. After travelling approximately 100 feet, and at a speed of about 40 knots, the aircraft veered to starboard. The pilot endeavoured to correct the swing by use of rudder and when he found he could not control the aircraft he closed the throttle in order to abandon the take-off. The aircraft ran for some 150 feet towards the right hand side of the strip before the pilot was able to re-align it with the strip. It then ran for 21 feet along the edge of the strip before the nose gear assembly collapsed and the nose of the aircraft dropped. The propeller struck the ground several times and the aircraft nosed over on to its back and slid for a distance of 15 feet before coming to rest inverted.

During the examination of the wreckage it was found that the nose gear lower pivot support assembly had failed. It was established that the failure occurred because the component was weakened by the presence of a large fatigue crack extending across the whole width of the lower face of the box section. The fatigue failure originated on either side of a pre-existing crack, the location and general appearance of which were consistent with restraint cracking which could have occurred during welding of the pivot housing to the box section at manufacture.

8. OPINION AS TO CAUSE

The accident was caused by a fatigue failure of the nosewheel pivot bracket originating from a pre-existing crack probably occasioned during manufacture and not detected by manufacturing inspection procedures.

Report approved  (D.S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 4.2.1971
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