

**Aviation Safety Investigation Report
198903781**

Lancair 235 Homebuilt

10 June 1989

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

This accident was not the subject of an on-site investigation.

Occurrence Number: 198903781 **Occurrence Type:** Accident
Location: Coolangatta QLD
Date: 10 June 1989 **Time:** 1005
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Lancair 235 Homebuilt
Registration: VH-HTD
Serial Number: N149
Operation Type: Private
Damage Level: Substantial
Departure Point: Ballina NSW
Departure Time: 0945
Destination: Coolangatta QLD

Approved for Release: 31st August 1989

Circumstances:

The aircraft was being operated on a Permit to Fly pending issue of a Certificate of Airworthiness, and was being ferried to Coolangatta for avionics maintenance and to be statically displayed at an airshow. The pilot reported that after a normal landing on runway 35 in a 12 knot crosswind, he encountered slight nosewheel shimmy and the nosegear collapsed almost immediately. A tubular engine mount frame, which supports the left hand trunnion bearing block, had failed. This allowed the left hand trunnion to become dislocated and the nosegear collapsed. Excessive nosewheel shimmy had been reported on a previous occasion. The nosewheel shimmy-damper washers had been lubricated. This may have reduced their effectiveness leading to excessive nosewheel shimmy and possible damage to the tubular frame.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. Failure of tubular engine mount frame allowed the landing gear trunnion to become dislocated - reason for the failure of engine mount was not determined.