

Aviation Safety Investigation Report
198901540

Transavia PL12-T300

29 March 1989

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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.

Occurrence Number: 198901540
Location: Lilydale TAS
Date: 29 March 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1240

	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: Transavia PL12-T300
Registration: VH-JSO
Serial Number: G467
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Lilydale TAS
Departure Time: N/A
Destination: Lilydale TAS

Approved for Release: 27th March 1990

Circumstances:

The pilot was conducting spreading operations. On the 51st takeoff for the day, at a speed of about 35 knots and about 100 metres from the commencement of the take off run, the aircraft started to swing to the right. The pilot realised that he had no control over the swing so he closed the throttle and applied maximum braking. The aircraft continued to swing to the right, left the confines of the strip, and collided with a cattle yard. Examination of the aircraft showed that the right main gear oleo rod end fitting had failed. This had allowed the oleo to swing under the stubwing, jamming the wheel, resulting in loss of directional control. Inspection also revealed that the left landing gear rod end fitting was cracked. Both fittings were then subjected to metallurgical examination. This determined that the rod ends were of inferior quality with a hardness and tensile strength approximately 60 of other rod ends previously examined. This would indicate that the rod ends were not of aircraft standard. The source of supply of these components was not determined. This accident was not the subject of an on-scene investigation.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The main landing gear oleo rod ends were not of an aircraft quality.
2. The right hand main landing gear rod end failed.
3. Directional control of the aircraft was lost.

Reccomendations:

It is recommended that the Civil Aviation Authority (CAA) take appropriate measures to determine the source and distribution of the substandard landing gear oleo rod end fittings, to remove them from service and stock holdings. CAA Materials Evaluation Facility Lab Note No 813 refers.