

**Aviation Safety Investigation Report  
198703509**

**Piper PA34-200**

**27 September 1987**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198703509  
**Location:** Roma QLD  
**Date:** 27 September 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1207

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Piper PA34-200  
**Registration:** VH-RYL  
**Serial Number:** 34-7250067  
**Operation Type:** Charter (Passengers)  
**Damage Level:** Substantial  
**Departure Point:** Brisbane QLD  
**Departure Time:** 0924  
**Destination:** Ingelara QLD

**Approved for Release:** March 31st 1988

**Circumstances:**

After arriving overhead his destination the pilot selected the landing gear down, but received an indication that the nosegear had not locked down. When the emergency gear extension procedure failed to achieve a nosegear down and locked indication, the pilot diverted the aircraft to Roma. Following touchdown on the main wheels, the nose was lowered to the runway and the aircraft slid to a stop. The aircraft had undergone some routine maintenance at Brisbane before the flight. During this maintenance the Nose Gear Centering Spring Assembly had been changed. Examination of this assembly after the accident showed that an attach bolt, had been incorrectly installed and had fouled the nose gear door torque tube, causing the nose gear to "hang up". The correct installation of the bolt is critical, and is the subject of special mention in several Piper Service Documents and Australian Airworthiness Advisory Circular No. 143.