

**Aviation Safety Investigation Report
198903694**

Socata MSTB20

10 October 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: 198903694
Location: Bankstown NSW
Date: 10 October 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Incident

Time: 1120

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

Aircraft Details: Socata MSTB20
Registration: VH-JTI
Serial Number: 379
Operation Type: Aerial Work
Damage Level: Minor
Departure Point: Bankstown NSW
Departure Time: N/K
Destination: Bankstown NSW

Approved for Release: 5th January 1990

Circumstances:

The aircraft was being flown on an air test after a previous flight incurred a defect with the emergency gear extension system. The test was conducted in the Bankstown training area and all gear extensions both normal and emergency worked correctly. On return to Bankstown for landing on runway 29 Right the landing gear was lowered on downwind in the circuit and the normal three green indication was noted. The approach and landing was normal until just as the nosewheel touched the runway the right maingear collapsed and the aircraft skidded to a halt to the right of the centreline. Subsequent investigation revealed the right maingear jury strut pin had separated from the attach bracket on the rear spar. The strut pin retaining circlip had been incorrectly fitted during the last installation.

Significant Factors:

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

1. Improper maintenance.

Recommendaions:

The jury strut spar bracket P/N TB20.43.013.000 L/H or .001 R/H is supplied as an assembly ex-factory consisting of the bracket and two bushes. Unless the bushes are fully inserted in the bracket the locking characteristics of the circlip on the pin may be compromised. The jury strut pin retaining circlip cannot be inspected insitu on MSTB20 aircraft. It is therefore recommended that the Civil Aviation Authority consider notification to owners and operators of MSTB20 aircraft that a defect may exist and detail a procedure to check the integrity of the circlip and jury strut pin.