

**Aviation Safety Investigation Report  
198903792**

**Cessna 150-G**

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

**Occurrence Number:** 198903792  
**Location:** Redcliffe Aerodrome QLD  
**Date:** 25 July 1989  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Cessna 150-G  
**Registration:** VH-KOK  
**Serial Number:** 15066577  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Redcliffe Aerodrome QLD  
**Departure Time:** 1025  
**Destination:** Redcliffe Aerodrome QLD

**Approved for Release:** 23rd February 1990

#### **Circumstances:**

The aircraft had been fitted with a tailwheel conversion prior to being imported from the USA. During a touch and go landing, the aircraft was decelerating in the three point attitude through about 20 knots, when the pilot lost control in a violent swing and wing drop to the right, followed by an immediate reversal to the left. The right main gear had separated from the fuselage during the landing roll. The main gear locating bolt and saddle bolts had been fitted incorrectly and were threadbound, allowing the gear leg to place abnormal loads on the saddle. It failed progressively until final overload failure during this particular landing. The aircraft had flown only 13 hours since being placed on the Australian Register. It was imported with the main gear undisturbed. The progressive mode of failure suggests that evidence of impending failure of the saddle should have been apparent for some considerable time.

#### **Significant Factors:**

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

1. Improper fitment of Tailwheel Conversion Kit by USA maintenance organisation.
2. Overlength bolts holding right main gear were threadbound before the correct clamping tension was achieved.
3. One of the two cast metal saddle sections which locate the gear leg laterally in the fuselage had failed due to fatigue and overload.
4. During the inspection for the issue of a Certificate of Airworthiness, the maintenance organisation did not discover the incorrect installation of the tailwheel kit.