

**Aviation Safety Investigation Report  
198802374**

**Cessna 414 A**

**25 June 1988**

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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:** 198802374  
**Location:** Bankstown NSW  
**Date:** 25 June 1988  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1332

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Cessna 414 A  
**Registration:** VH-BJJ  
**Serial Number:**  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:** 1320  
**Destination:** Bankstown NSW

**Approved for Release:** 27 June 1989

#### **Circumstances:**

The flight was intended to provide a dual check for a pilot to satisfy company and insurance requirements, and to enable a test flight to be carried out, following extensive maintenance on the aircraft. After a normal takeoff, the aircraft made a brief flight to the training area before returning for landing. The landing gear was selected down and normal safe gear down indications were obtained (three green lights and no warning horn). The safe indications were again confirmed during the final approach phase. The aircraft touched down normally on the main gear, but as the nose was lowered, the nose gear collapsed. The subsequent investigation revealed that the nose gear actuator had been incorrectly assembled. The nose gear downlock switch had been adjusted to compensate for the error in the actuator. This resulted in the failure of the nose gear to fully extend to the locked position, while providing a false gear down indication in the cockpit.

#### **Significant Factors:**

It was considered that the following factor was relevant to the development of the accident

1. Improper maintenance was carried out on the landing gear system.