

**Aviation Safety Investigation Report
198800700**

Israel 1124

8 February 1988

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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.

Occurrence Number: 198800700
Location: Darwin NT
Date: 8 February 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 903

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Israel 1124
Registration: VH-AJP
Serial Number: 238
Operation Type: Charter
Damage Level: Substantial
Departure Point: Tindal NT
Departure Time: 0750
Destination: Darwin NT

Approved for Release: 9 August 1988

Circumstances:

On climbout from Tindal, the crew heard a loud bang and the gear Unsafe light came on. Speed was reduced to 180 knots indicated air speed and the gear cycled. On Down selection, the two main gear lights were green but the nose gear indicated Unsafe. On selecting Up, the Unsafe light remained on. The flight was continued to Darwin below 180 knots. On arrival, two flights past the tower were made. On the first flight with gear selected Up the nose gear was reported to be in the normal extended position. On the second flypast with gear selected Down, only the two main gear lights were green and the tower reported that the gear appeared to be extended normally. Procedures for the emergency extension of the gear did not obtain a safe indication for the nose gear leg, and the pilot did not apply inflight loads to the aircraft in an attempt to lock the nose gear down. The pilot carried out a normal circuit and landing and held the nose wheel off the runway for as long as possible. At approximately 80 knots the nose wheel was lowered gently onto the runway but it collapsed almost immediately. The aircraft remained on the runway centreline as it slid to a halt on its nose. Subsequent specialist investigation showed that the nose gear actuator rod end had failed due to fatigue and stress corrosion.