

**Aviation Safety Investigation Report
199500984**

**Transavia Corp Pty Ltd
Airtruk**

01 April 1995

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199500984	Occurrence Type:	Accident
Location:	Parawa, 28km W Victor Harbour		
State:	SA	Inv Category:	4
Date:	Saturday 01 April 1995		
Time:	1300 hours	Time Zone	CST
Highest Injury Level:	None		

Aircraft Manufacturer:	Transavia Corp Pty Ltd		
Aircraft Model:	PL-12/T300		
Aircraft Registration:	VH-AUL	Serial Number:	H0106
Type of Operation:	Commercial	Aerial Agriculture/Baiting	
Damage to Aircraft:	Substantial		
Departure Point:	Parawa SA		
Departure Time:	1230 CST		
Destination:	Parawa SA		

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	1500.0	16000

Approved for Release: Tuesday, February 13, 1996

At the end of the landing roll the pilot noticed that the aircraft was leaning to the left, and thought that the tyre had deflated. The lean increased and the aircraft then rolled forward onto its nose with the propeller striking the ground.

It was found that the nose gear leg had broken from its support assembly and collapsed.

Airworthiness Directive AD/PL-12/1 amdt 2 requires a visual inspection of the support assembly every 100 hours time in service. The aircraft had flown about 60 hours since the last inspection.