

**Aviation Safety Investigation Report  
198901551**

**Piper PA28-161**

**26 August 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:** 198901551

**Occurrence Type:** Accident

**Location:** Moorabbin VIC

**Date:** 26 August 1989

**Time:** 1725

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Piper PA28-161

**Registration:** VH-CBF

**Serial Number:** 28-7716276

**Operation Type:** Aerial work

**Damage Level:** Substantial

**Departure Point:** Moorabbin VIC

**Departure Time:** 1700

**Destination:** Moorabbin VIC

**Approved for Release:** 2nd April 1990

**Circumstances:**

The student made a normal landing but as the aircraft slowed, the instructor noted the right wing was sinking and he assumed control of the aircraft. He held the wing up as long as he could and kept the aircraft straight without braking. The aircraft slowly veered to the right and came to rest off the sealed runway surface. The right hand landing gear wheel assembly had separated from the aircraft about thirteen metres after touchdown, with the result that the right hand flap, torque tube, aileron and stub of the landing gear cylinder were damaged by abrasion with the runway surface. The right hand landing gear strut had separated from the cylinder due to one of the two torque link securing lugs failing from fatigue, and the torque link retaining bolt failed due to overload. The main landing gear cylinder torque link lugs are subject to a visual inspection every 100 hours by aircraft maintenance engineers, but there is no existing requirement to inspect the strut torque link lugs.

**Significant Factors:**

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

1. The torque link lugs failed because of fatigue.

**Reccomendations:**

It is recommended that the Civil Aviation Authority amend AD/PA-28/50 to incorporate dye penetrant inspection of the main landing gear torque link upper and lower mounting lugs.