



Australian Government

Australian Transport Safety Bureau

Loss of control involving a Piper Aircraft Corp PA-28-161, VH-TEK

Bankstown Airport, New South Wales on 3 July 2014

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Addendum

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Loss of control involving a Piper Aircraft Corp PA-28-161, VH-TEK

What happened

On 3 July 2014, a Piper Aircraft Corp PA-28-161, registered VH-TEK, was returning from the training area via the 2RN reporting point to Bankstown Airport, New South Wales. The student pilot was the only person on board. The flight was conducted in visual meteorological conditions.

The student tracked from the 2RN reporting point and joined downwind for a touch-and-go landing on runway 29L. The student turned onto base and then final legs of the approach and Bankstown tower gave the student a clearance to conduct a touch-and-go. The student reported that the approach and landing were normal. As soon as the student felt the aircraft wheels were on the ground, the student reached down to the flap lever and selected the flaps to the retracted position.

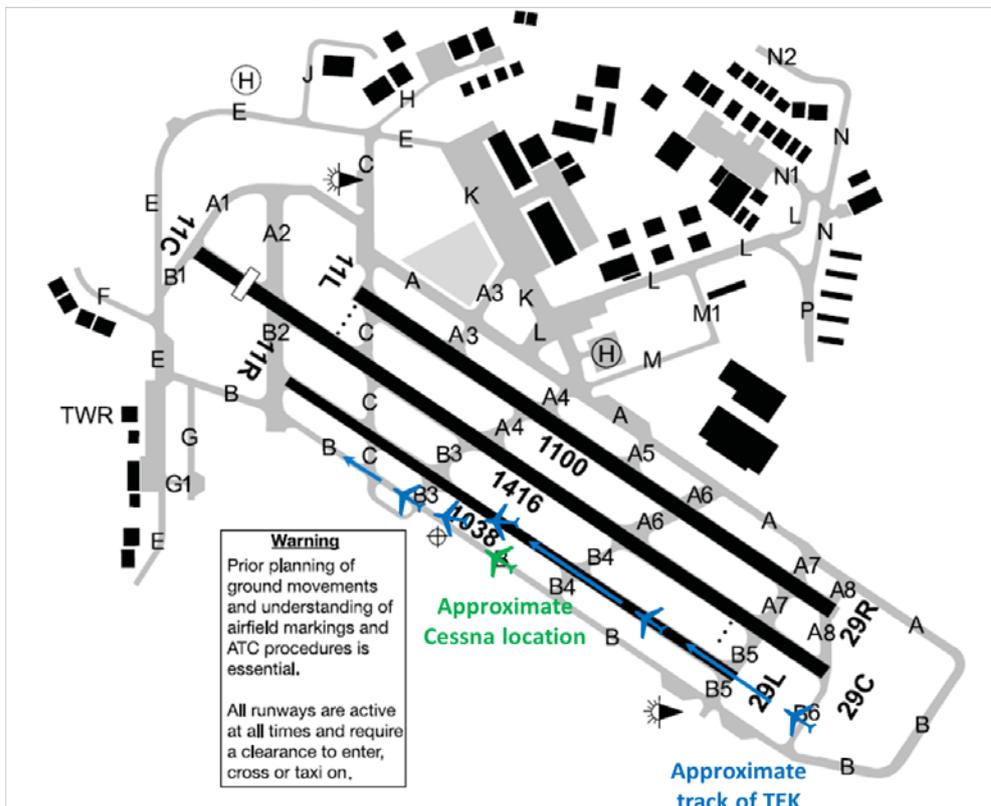
The aircraft veered slightly to the right and then quickly to the left departing the runway and onto the grass strip (Figure 1). The student regained control of the aircraft and informed the tower of what happened and reported that he did not require assistance. The student then taxied onto taxiway B, between taxiway B4 and B3, passing about 20 meters in front of a taxiing Cessna 150. TEK was then taxied to the flying school without further incident. The student pilot was uninjured and the aircraft was not damaged.

Piper Aircraft Corp PA-28-161



Source: Krzysztof Malek

Figure 1: Bankstown Airport chart



Source: Airservices Australia

Student pilot comment

The student pilot reported that he had been in the training area for about 30 to 40 minutes before returning to conduct some circuits. The student indicated that he did not remember any distractions at the time of the incident. The student was not able to remember any weather issues at the time. There was reported to be a westerly wind at a speed of about 5 knots. This would equate to a cross wind from the left of about 2 knots.

Operator investigation

The operator investigation was not able to determine the reason why the student pilot of TEK lost directional control during the landing. The student reported to the operator that he may have inadvertently applied right rudder and then left rudder while reaching for the flap lever. The student pilot had a total of about 25 hours flying experience and this was the second training area solo flight.

The operator found no mechanical faults with the aircraft.

Safety action

Whether or not the ATSB identifies safety issues in the course of an investigation, relevant organisations may proactively initiate safety action in order to reduce their safety risk. The ATSB has not been advised of any proactive safety action in response to this occurrence.

General details

Occurrence details

Date and time:	3 July 2014 – 1000 EST	
Occurrence category:	Serious incident	
Primary occurrence type:	Loss of control	
Location:	Bankstown Airport, New South Wales	
	Latitude: 33° 55.47' S	Longitude: 150° 59.30' E

Aircraft details

Manufacturer and model:	Piper Aircraft Corp PA-28-161	
Registration:	VH-TEK	
Serial number:	28-7916377	
Type of operation:	Flight training	
Persons on board:	Crew – 1	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	None	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A

primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.