Aviation Safety Investigation Report 199000589

Piper PA-23

19 June 1990

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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: 199000589 **Occurrence Type:** Accident
Location: Port Hurd NT
Date: 19 June 1990 **Time:** 930
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	**0**	**0**	**0**	**1**

Aircraft Details: Piper PA-23
Registration: VH-DCQ
Serial Number: 27-7954012
Operation Type: Charter
Damage Level: Substantial
Departure Point: Pickertaramoor NT
Departure Time: 0916
Destination: Port Hurd NT

Approved for Release: 13th September 1990

Circumstances:

The pilot reported that he was positioning for a pickup of passengers and he had completed a visual circuit and approach to the strip. He achieved a gentle touchdown within 100 metres of the threshold of the 1065 metre strip on both main wheels. Coincident with lowering the nosewheel onto the strip, the pilot reported feeling the aircraft lurch which he first took to be symptomatic of a flat tyre on the left maingear. He had no trouble maintaining directional control. A little later, the left wing dropped further and the gear warning horn sounded. The pilot was able to keep the aircraft within the defined width of the strip and, on coming to rest, he shut down the aircraft before egressing. A post flight inspection by the pilot showed that the left maingear oleo leg had swung rearwards and the lower surface of the flaps had been dented by the tyre. The reduced ground clearance had allowed the left propeller to strike the ground but the left maingear doors were out of contact with the ground. A detailed inspection of the maingear components showed that the left maingear drag link centre bolt had failed in fatigue. Furthermore, all the landing gear components showed signs of wear beyond tolerances and this condition was evident of inadequate maintenance and inspection.

Significant Factors:

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

1. Fatigue failure of the left maingear drag link centre bolt.

2. Probable inadequate maintenance and inspection. This accident was not the subject of an on-scene investigation.