

**Aviation Safety Investigation Report
198802396**

Piper PA 30

16 October 1988

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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: 198802396 **Occurrence Type:** Accident
Location: 0.5 km South of Bogan Gate NSW
Date: 16 October 1988 **Time:** 1735
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 30
Registration: VH-PFC
Serial Number: 30-725
Operation Type: Private
Damage Level: Substantial
Departure Point: Parkes NSW
Departure Time: 1725
Destination: 0.5 km South of Bogan Gate
NSW

Approved for Release: 21 June 1989

Circumstances:

The pilot intended to carry out a touch and go landing at the strip, from which he had operated on numerous occasions. He reported that the aircraft floated for some distance before touchdown, whereupon he immediately selected flaps up and applied full power. The aircraft started to swing towards the left, and suspecting an engine failure, the pilot shut down both engines and applied maximum braking. He slewed the aircraft to the right to avoid a dam at the end of the strip. The aircraft was arrested by a wire fence beyond the end of the strip, with the left maingear leg torn off. It was found that the left flap had not retracted, although the right flap had retracted normally and the cockpit indication was that the flaps were up. The strip was narrower than required for an ALA, and was bordered on each side by a one metre high oat crop. As the aircraft swung to the left, it is likely that retardation of the crop on the left wing added to the drag on that side. The aircraft had landed with a tailwind component. During the investigation, it was reported by several persons that asymmetric flap retraction was a known problem on this aircraft type, and was caused by dirt or other contamination of the flap tracks. The symptoms of the malfunction are similar to those associated with a loss of engine power on the particular side. The pilot had not been aware of the problem.

Significant Factors:

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

1. Touchdown was made well into the strip, following an approach to land downwind.
2. There was a malfunction in the flap system, resulting in an asymmetric flap condition.

3. The pilot was unable to stop the aircraft within the confines of the strip.