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Aviation Safety Investigation Report 198900810

Piper PA 28-R201

23 May 1989

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 198900810 Occurrence Type: Accident

Location: Arkapena SA

Date: 23 May 1989 **Time:** 1600

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Piper PA 28-R201

Registration: VH-PRF **Serial Number:** 28R-7837078

Operation Type: Private **Damage Level:** Substantial

Departure Point: Broken Hill NSW

Departure Time: 1430

Destination: Arkapena SA

Approved for Release: 22nd August 1989

Circumstances:

Prior to his arrival, the pilot had contacted the resort to obtain details on the strip at Arkapena as this was the strip closest to the Wilpena Chalet. Among other details given to the pilot was the information that the strip was used frequently. On arrival, the pilot overflew the strip at circuit height for inspection and then made a full circuit before landing. Touchdown occurred at 170 metres into the strip and at about 245 metres along the strip, the nosewheel entered a washaway. The nosegear collapsed shortly afterwards and the aircraft came to rest on its nose and maingear at about 340 metres from the threshold. The pilot of an aircraft carrying out the recovery and repair to the accident aircraft was briefed by the pilot prior to and on arrival by VHF contact from his aircraft radio. Despite the briefing and warning to the recovery pilot, he was unable to detect any washaways from an inspection at 20 feet above ground level, he subsequently made a safe landing by keeping to the right of the strip centreline as advised by the pilot on the ground.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident

- 1. The pilot received misleading information as to the serviceability of the Authorized Landing Area.
- 2. Hidden runway hazard not discernible from the air on inspection
- 3. Nosegear collapse on landing due to overload failure of the downlock ...