

**Aviation Safety Investigation Report
199701749**

**Piper Aircraft Corp
Arrow**

30 May 1997

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199701749 **Occurrence Type:** Accident
Location: Wedderburn, (ALA)
State: NSW **Inv Category:** 4
Date: Friday 30 May 1997
Time: 1636 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28RT-201
Aircraft Registration: VH-JFQ **Serial Number:** 28R-7918026
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time: 1430 EST
Destination: Bankstown NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL		3080
Pilot-In-Command (AICUS)	Private	10.0	150

Approved for Release: Thursday, June 5, 1997

The Piper Arrow was being flown by a pilot undergoing a Commercial pre-licence check, under the supervision of a Grade 1 instructor. At a height of 3450 ft, some 2 NM west of the Wedderburn ALA, the instructor closed the throttle to simulate an engine failure. The weather was fine, with a light wind of about 10-15 kts from the west-south-west.

The instructor reported that the pilot elected to conduct a glide approach to the ALA, joining the circuit on early downwind for a landing on runway 17. All required checks were correctly carried out, including exercising the throttle to prevent excessive engine cooling. An initial aiming point of about 1/3 of the strip length in from the landing threshold was used. The landing gear was lowered on base leg. Drag was progressively increased by extending flap and moving the propeller pitch to fine, during base and final legs, in order to bring the aiming point back to about 100 m beyond the threshold.

At about treetop level, on short final, an area of sink was encountered which resulted in the aircraft developing a high rate of descent. Although both the pilot and instructor selected full throttle, they were unable to prevent the aircraft from touching down heavily on the runway threshold.

The aircraft came to rest after a 30-40 m landing roll. The nose landing gear had been dislodged, the main landing gears had been bent rearwards, and substantial buckling of the wing was evident. Both occupants were uninjured and were able to vacate the aircraft normally.

