

**Aviation Safety Investigation Report
198601436**

Piper PA32-260

31 October 1986

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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: 198601436
Location: Moorabbin VIC
Date: 31 October 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1312

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

Aircraft Details: Piper PA32-260

Registration: VH-FIC

Serial Number:

Operation Type: Aerial Work (Dual Instruction)

Damage Level: Substantial

Departure Point: Moorabbin VIC

Departure Time: 1312

Destination: Moorabbin VIC

Approved for Release: May 12th 1987 hhh

Circumstances:

The student had been practicing circuits with touch and go landings for about 75 minutes. An approach was then made for a full-stop landing. The aircraft was flared too high, and it subsequently touched down heavily and bounced. The instructor took control and landed the aircraft, but the left wing lowered until it touched the ground. After vacating the aircraft, the crew discovered that the left maingear torque bolt had failed, allowing the wheel and oleo assembly to fall clear of the strut during the bounce. The landings had been conducted in crosswind conditions, and at the time of the last approach the wind strength had increased. The aircraft had touched down heavily while drifting under the effect of the crosswind, and the resulting loads had caused the torque bolt to fail. It was likely that the pilot's performance had been affected by the onset of fatigue, as a result of the lengthy training period under difficult operating conditions.