

**Aviation Safety Investigation Report
198803483**

Piper PA34-200T Seneca

24 September 1988

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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.

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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.

This accident was not the subject of an on-site investigation.

Occurrence Number: 198803483 **Occurrence Type:** Accident
Location: Maroochydore QLD
Date: 24 September 1988 **Time:** 1213
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Piper PA34-200T Seneca
Registration: VH-BTG
Serial Number: 34-7770129
Operation Type: Private
Damage Level: Substantial
Departure Point: Hamilton Island QLD
Departure Time: N/A
Destination: Maroochydore QLD

Approved for Release: 6 February 1989

Circumstances:

The pilot stated that he rounded out too low, touched down too fast, and the aircraft bounced slightly. He attempted to correct with back pressure on the control column, together with increased nose up elevator trim. The aircraft appeared to climb and the pilot eased the back pressure. The nose dropped, the aircraft touched down again in a flat attitude, and porpoising commenced. After three oscillations the nose gear moved rearwards and upwards, shattering the windscreen, and causing the propellers to contact the runway surface. Investigation revealed that there was an intermittent fault in the elevator trim switch, which caused the trim to move only in a forward direction, irrespective of the selection made by the pilot.

Significant Factors:

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

1. Pilot misjudged the height and speed during the landing flare and the aircraft bounced.
2. Improper recovery from the bounce.
3. Intermittent fault in the elevator trim system.