

**Aviation Safety Investigation Report  
198403583**

**Piper PA34**

**27 December 1984**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198403583  
**Location:** Adelaide SA  
**Date:** 27 December 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Incident

**Time:** 1930

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

**Aircraft Details:** Piper PA34  
**Registration:** VH-STN  
**Serial Number:**  
**Operation Type:** Ferry  
**Damage Level:** Minor  
**Departure Point:** Parafield SA  
**Departure Time:** 1930  
**Destination:** Adelaide SA

**Approved for Release:** 27th May, 1985

**Circumstances:**

F The pilot reported that as the aircraft descended through 300 ft on final approach, windshear and an increase in the rate of descent was experienced. He applied power to arrest the rate of descent then reduced the power setting to idle. The aircraft landed heavily and bounced, the pilot attempted to take corrective action but the aircraft again landed heavily. The aircraft was taxied to the parking area where the damage was noted. The endorsement completed earlier that day, was the pilot's first flight in a civil aircraft and this flight was his first solo in a multi-engined aircraft. Although endorsed on a heavy transport type, the pilot was projected into an environment beyond his level of experience, due to the single pilot workload being higher than that to which he was accustomed. The approach was steeper and 30 knots faster than recommended and a high power setting was used. The approach was made into the sunset and visibility was further impaired by a dirty windscreen.