

**Aviation Safety Investigation Report
199003063**

Piper PA28-181

26 April 1990

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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.

Occurrence Number: 199003063
Location: Coolangatta QLD
Date: 26 April 1990
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 909

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

Aircraft Details: Piper PA28-181
Registration: VH-RNU
Serial Number: 28-7890458
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Coolangatta QLD
Departure Time: 0900
Destination: Coolangatta QLD

Approved for Release: 16th December 1991

Circumstances:

The student pilot was carrying out a touch-and-go landing on his first solo flight. He stated that soon after touchdown the aircraft swerved to the left of the runway centreline and did not respond to his efforts to correct the situation. The aircraft left the runway and travelled for some distance across the grass verge before demolishing a fibreglass boundary marker. The nosegear then separated as the aircraft came to a halt against the bank of a drainage ditch, approximately a hundred metres from the runway. The pilot stated that the aircraft speed was between 70 and 75 knots at touchdown. He said that as soon as the aircraft had settled onto the runway he retracted the flaps and was in the process of advancing the throttle for takeoff when the aircraft veered to the left. Examination of the tyre marks showed that the aircraft was wheelbarrowing and skidding sideways when it left the runway. The elevator trim was found positioned approximately midway between the neutral and the nose down position.

Significant Factors:

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

1. The pilot was inexperienced.
2. The pilot mishandled the flying controls and caused the aircraft to wheelbarrow.
3. The pilot lost directional control of the aircraft.