

**Aviation Safety Investigation Report
198403560**

Piper PA28-140

19 March 1984

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: 198403560

Occurrence Type: Accident

Location: Murray Bridge SA

Date: 19 March 1984

Time: 1050

Highest Injury Level: Nil

Injuries:

	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 PA28-140

Registration: VH-MGG

Serial Number:

Operation Type: Solo Training

Damage Level: Substantial

Departure Point: Murray Bridge SA

Departure Time: 1027

Destination: Murray Bridge SA

Approved for Release: 27th July 1984

Circumstances:

After a number of dual circuits, the pilot was authorized to carry out solo circuits with touch and go landings. After the first touchdown the pilot applied full power then selected the flap to 10 degrees. The aircraft entered a rapid turn to the left, and the pilot abandoned the take-off. The aircraft slid sideways off the strip and the nosewheel was broken off. The pilot was carrying out her first solo period of touch and go landings. After applying full power she noticed that the aircraft was accelerating more quickly than when she had been under dual instruction. The pilot had previously required forward pressure on the control column while retrimming the aircraft. On this occasion she had not had time to retrim and the investigation revealed that the aircraft had been "wheelbarrowing" on the nosewheel when directional control was lost.