

**Aviation Safety Investigation Report
199601849**

**Piper Aircraft Corp
Arrow**

07 June 1996

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199601849 **Occurrence Type:** Accident
Location: Cooranbong, (ALA)
State: NSW **Inv Category:** 4
Date: Friday 07 June 1996
Time: 1615 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28R-180
Aircraft Registration: VH-ARO **Serial Number:** 28R-30628
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Cooranbong NSW
Departure Time:
Destination: Cooranbong NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	20.4	778
Other Pilot	Student/Passenger	2.7	117

Approved for Release: Tuesday, August 27, 1996

The pilot under check had not flown for some 13 years, but had resumed flying in early 1996. Prior to the completion of an endorsement on the Piper Arrow aircraft the pilot was required to carry out a load check with another instructor. In addition to the two pilots, two passengers were carried to bring the aircraft weight to near maximum

The instructor briefed the pilot on the sequences to be flown, which included a glide approach and landing. A number of circuits were conducted initially, including an unsuccessful glide approach. The instructor elected to change the runway direction being used, due to possible adverse effects from the setting sun on the performance of the pilot.

On the next circuit, as the aircraft passed abeam the landing threshold at a height of 1,000 ft, the instructor retarded the throttle to idle. The pilot turned onto base and lowered the landing gear, but by mid-base appeared to be getting too low. The instructor allowed the pilot to continue the approach, but lost sight of the runway due to the position of the sun on base, and the nose attitude of the aircraft. The pilot turned the aircraft onto final at between 100-200 ft, progressively raising the nose in an attempt to reach the threshold, resulting in a decreasing airspeed. The instructor reminded the pilot to monitor the airspeed, which was indicating 50-60 kt just prior to touchdown.

The aircraft touched down heavily in a left wing low attitude, scraping the left wingtip. The aircraft then bounced, before again landing heavily, collapsing the right main landing gear. The aircraft then slid a short distance before coming to rest against an adjacent boundary fence. All four occupants were able to escape without injury.

