

**Aviation Safety Investigation Report  
199402064**

**Piper Aircraft Corp  
Malibu**

**03 August 1994**

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 Executive Director 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](http://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:** 199402064                      **Occurrence Type:** Accident  
**Location:** Bendigo  
**State:** VIC                      **Inv Category:** 4  
**Date:** Wednesday 03 August 1994  
**Time:** 0930 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-46-310P  
**Aircraft Registration:** VH-LRJ                      **Serial Number:** 46-8508019  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:** Essendon VIC  
**Departure Time:**  
**Destination:** Bendigo VIC

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	ATPL 1st Class	400.0	13550

**Approved for Release:** Monday, September 5, 1994

The purpose of the flight was dual training for a private pilot on the aircraft type. On arrival overhead the aerodrome the wind was assessed as a north-westerly at 10 - 15 knots. The pilot joined the circuit for runway 35. The instructor reported that the approach was normal other than being slightly high but this was corrected by the pilot. Touchdown was reported to be on the main wheels first at approximately 65 - 70 knots. As the nose contacted the ground, the aircraft began to veer substantially to the left. The instructor took control using right rudder but with no effect. The aircraft swerved off the runway and the nosegear collapsed.

A post accident inspection showed scrub marks on the nosegear and left maingear tyres consistent with left yaw and right rudder application. The nosegear trunnion had failed in sideways overload. A post accident inspection of the aircraft did not reveal any mechanical defects that may have led to the accident.