

**Aviation Safety Investigation Report
199402782**

**Piper Aircraft Corp
Saratoga**

27 September 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.

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: 199402782 **Occurrence Type:** Accident
Location: Darwin
State: NT **Inv Category:** 4
Date: Tuesday 27 September 1994
Time: 1630 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-32-301
Aircraft Registration: VH-MHP **Serial Number:** 32-8106027
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point:
Departure Time:
Destination: Local Flight

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	30.0	70

Approved for Release: Wednesday, October 12, 1994

The pilot stated that after successfully completing six circuits and landings with an instructor on board he commenced a period of solo circuits. During the fourth circuit, on final approach for runway 29, he was instructed by air traffic control to go around and make a right hand circuit for runway 36, and cleared for a touch and go landing. A normal approach was carried out, then after touching down at 80 knots the aircraft ballooned slightly. The pilot lowered the nose allowing the aircraft to wheelbarrow on its nosewheel and veer sharply to the left. The pilot applied right rudder to correct the swing, but the aircraft continued to slide sideways into a large drain.