

**Aviation Safety Investigation Report
199301637**

**Piper Aircraft Corp
Warrior**

06 June 1993

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director 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: 199301637 **Occurrence Type:** Accident
Location: Moorabbin
State: VIC **Inv Category:** 4
Date: Sunday 06 June 1993
Time: 1505 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-161
Aircraft Registration: VH-CBF **Serial Number:** 28-7716276
Type of Operation: Instructional Solo
Damage to Aircraft: Substantial
Departure Point: Moorabbin
Departure Time:
Destination: Moorabbin

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Student	15.0	15

Approved for Release: Thursday, August 3, 1995

The student pilot was conducting his second period of solo flying involving three circuits and airwork in the training area. On approach after returning from the training area the aircraft was high and fast but the pilot persisted with the approach. He then forced the aircraft onto the runway causing it to bounce. The aircraft was substantially damaged in the ensuing very hard touchdown. The training organisation has revised its procedures to give more adequate instruction covering this type of occurrence.

Significant factors.

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

1. The pilot had very low experience.
 2. The pilot persisted with an approach that was high and fast.
 3. During the landing attempt the pilot made inappropriate control inputs.
 3. The training organisation had not given the pilot adequate instruction on how to handle this type of event.
-