



**KOMITE NASIONAL KESELAMATAN TRANSPORTASI
REPUBLIC OF INDONESIA**

SHORT SUMMARY REPORT

KNKT.17.10.27.04

Aircraft Serious Incident Investigation Report

Sekolah Tinggi Penerbangan Indonesia

Piper PA-28 Archer; PK-ARH

Japura Airport, Rengat

Republic of Indonesia

7 October 2017

2020

This Short Summary Report was produced by the Komite Nasional Keselamatan Transportasi (KNKT), 3rd Floor Ministry of Transportation, Jalan Medan Merdeka Timur No. 5 Jakarta 10110, Indonesia.

The report is based upon the investigation carried out by the KNKT in accordance with Annex 13 to the Convention on International Civil Aviation, the Indonesian Aviation Act (UU No. 1/2009) and Government Regulation (PP No. 62/2013).

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Jakarta, 9 March 2020

**KOMITE NASIONAL
KESELAMATAN TRANSPORTASI
CHAIRMAN**


SOERJANTO TJAHHJONO

1 FACTUAL INFORMATION

On 7 October 2017, a Piper Archer TX, PA-28-181 registered PK-ARH operated by *Sekolah Tinggi Penerbangan Indonesia* (Indonesia Civil Aviation Institute) conducted solo short cross-country triangle flight training from Japura Airport (WIBJ), Rengat to point BUKTI, JATAM and return.

At 0734 LT (0034 UTC) on daylight condition, the aircraft took off from runway 28 and climbed to 6,500 feet on heading 180°.

At 0058 UTC the pilot reported to Japura Tower controller that the aircraft position was over point BUKTI which was 33 Nm from Japura Airport and continued flying on heading 106° to point JATAM.

At 0119 UTC, the pilot reported position over point JATAM to the Japura Tower controller, and was advised to report when ready for descend.

About 20 Nm to Japura, the Japura Tower controller instructed to descend to altitude 1,500 feet and to join right downwind for approach runway 10. When the aircraft position overhead Japura, the pilot received clearance to continue descend to altitude 1,000 feet and join circuit.

While on downwind the pilot felt that the downwind distance was too close and during turning base-leg, the aircraft was overturned. The pilot recovered to align with the runway.

The Japura Tower controller informed to the pilot that the wind was calm and the pilot could not recall the wind socks condition during approach and landing.

The pilot recalled that during final the aircraft speed was 70 knots. The aircraft touchdown on the runway centerline and afterward the pilot retracted the flaps and applied brake. The aircraft veered to the left, the pilot recovered by applying the right rudder pedal and the aircraft veered off to the right. The pilot decided to go around and joined right downwind for approach runway 10.

On the second landing, the aircraft touched down on the runway centerline afterward the pilot retracted the flap. Considering the occurrence on the first landing, the pilot anticipated by applying the right brake pedal slightly deeper. The aircraft veered off to the right of the runway and the pilot felt the aircraft vibration. The the pilot increase engine power and go around and joined right downwind.

After touched down on the third landing, the pilot applied brake slightly deeper on the right brake pedal, the aircraft veered to the right and the pilot felt the aircraft vibration. The pilot decided to go around, when the pilot pulled the control column the aircraft did not airborne, then the pilot pushed the control column. The aircraft speed increased and the aircraft airborne.

While the aircraft on downwind, the Japura Tower controller advised the pilot to land on runway 28. The pilot turned to establish downwind runway 28.

On the fourth landing, the touchdown was normal. The pilot did not applied brake until the aircraft speed slower than the pilot made one-eighty turn and taxied to the apron.

No one injured in this occurrence. No damage to the aircraft and one of the runway light was broken.

First tire mark exited to the right off the runway was found about 850 meters from the beginning runway 10 until about 30 meters from the runway pavement.

The second tire mark exited to the right off the runway was found about 850 meters from the beginning of the runway 10 until about 60 meters from the runway pavement.

The student pilot was 23 years old, held a valid student pilot license and medical certificate with no limitation. The pilot accumulated the total of 48 flying hours on the Piper Archer TX, PA-28-181 aircraft and was released for solo short cross country triangle flight on 4 October 2017.

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2 SAFETY MESSAGE

Careful application of the brakes is initiated after the nose wheel is on the ground and directional control is established. The brakes are applied firmly and smoothly as necessary while maintaining aircraft direction during landing roll. If the brakes are applied so hard the aircraft may be skidding and braking becomes ineffective.

During the ground roll, the direction of aircraft movement can be changed by carefully applying pressure on one brake or uneven pressures on each brake in the desired direction. Caution must be exercised when applying brakes to avoid overcontrolling.

Further reading is available at:

https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/.

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