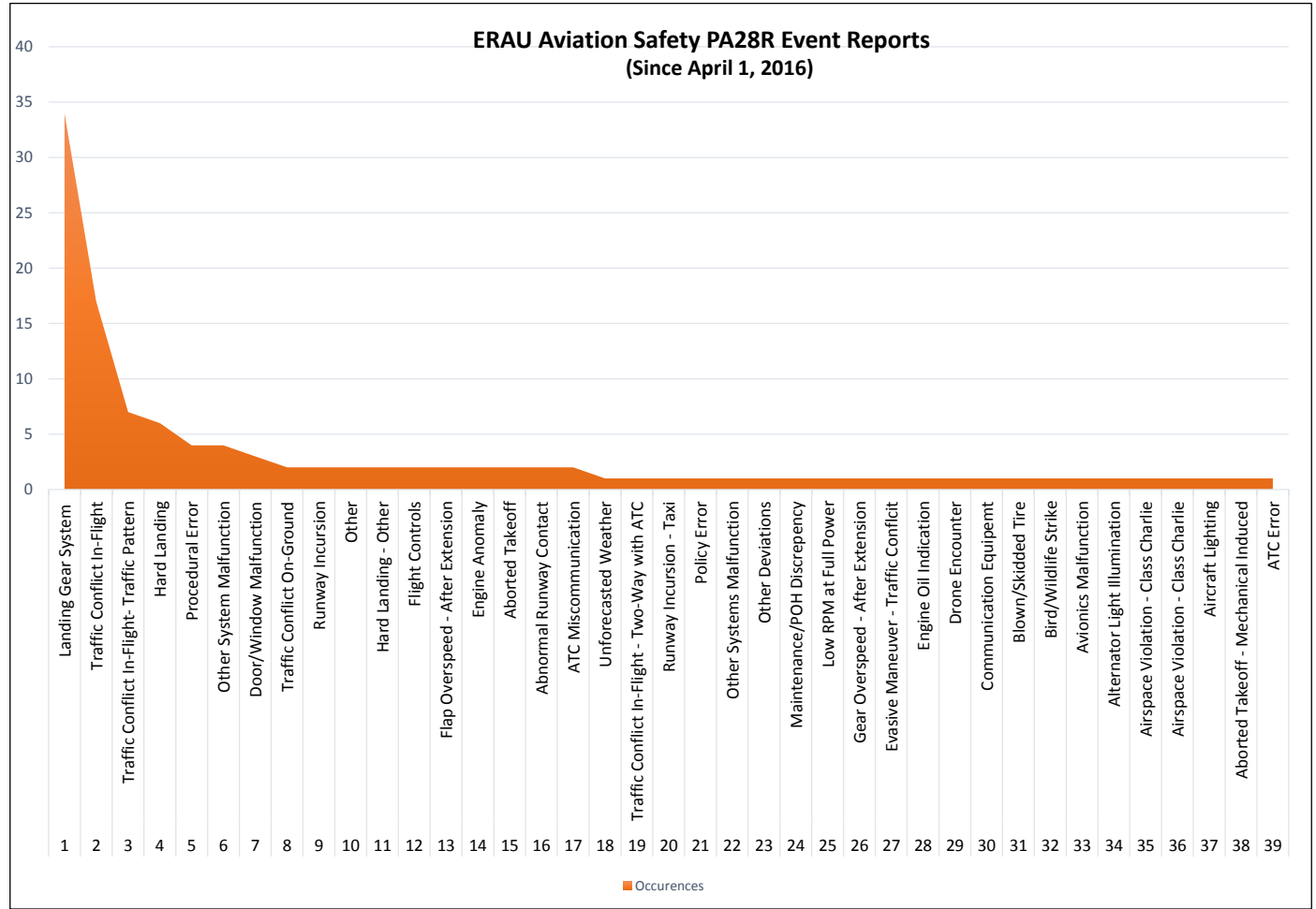


**ERAU Aviation Safety PA28R Event Reports**  
(Since April 1, 2016)

Event Category	Occurrences
1 Landing Gear System	34
2 Traffic Conflict In-Flight	17
3 Traffic Conflict In-Flight- Traffic Pattern	7
4 Hard Landing	6
5 Procedural Error	4
6 Other System Malfunction	4
7 Door/Window Malfunction	3
8 Traffic Conflict On-Ground	2
9 Runway Incursion	2
10 Other	2
11 Hard Landing - Other	2
12 Flight Controls	2
13 Flap Overspeed - After Extension	2
14 Engine Anomaly	2
15 Aborted Takeoff	2
16 Abnormal Runway Contact	2
17 ATC Miscommunication	2
18 Unforecasted Weather	1
19 Traffic Conflict In-Flight - Two-Way with ATC	1
20 Runway Incursion - Taxi	1
21 Policy Error	1
22 Other Systems Malfunction	1
23 Other Deviations	1
24 Maintenance/POH Discrepancy	1
25 Low RPM at Full Power	1
26 Gear Overspeed - After Extension	1
27 Evasive Maneuver - Traffic Conflict	1
28 Engine Oil Indication	1
29 Drone Encounter	1
30 Communication Equipemt	1
31 Blown/Skidded Tire	1
32 Bird/Wildlife Strike	1
33 Avionics Malfunction	1
34 Alternator Light Illumination	1
35 Airspace Violation - Class Charlie	1
36 Airspace Violation - Class Charlie	1
37 Aircraft Lighting	1
38 Aborted Takeoff - Mechanical Induced	1
39 ATC Error	1



**ERAU Aviation Safety PA28R Event Reports**

(Since April 1, 2016)

Event Code	Tail #	PIC Narrative	Fleet Maintenance Corrective Action	
1	Hard Landing	N104ER	Crew was practicing takeoffs and landings @ KOMN on rwy 35. Aircraft got low on airspeed during a short-field approach. Aircraft sank quickly, but landing seemed firm, not completely hard. Go-around was initiated just prior to touchdown, but impact was still firm. Flight continued w/o incident.	No MX corrective action found.
2	Hard Landing	N106ER	Very hard landing (bounce). IP looked at landing gear, no defects noted but wants MX to inspect.	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Insp wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Insp fuselage and empennage for door alignment, buckling, lose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time.
3	Hard Landing	N108ER	During short final we were conducting a short field landing on runway 7L and used the top of the "7" as our touch down point. Prior to touchdown I released to idle power and flared in order to touchdown at the point and avoid ground effect. I did not realize this landing was unsafe until the debrief when the instructor notified me of his concern. This is a bit contradicting to me since some instructors teach to avoid ground affect and some teach to use it.	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Insp wheel wells and LG attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Insp wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Insp fuselage and
4	Hard Landing	N110ER	Hard landing. ALT light came on after hard landing. Went off after gear came up but came back on after another lap and this time stayed on.	Inspected landing gear system and found no cracks, loose/unserviceable fasteners, buckling, or other sign of structural damage. Performed functional test of landing gear and found landing gear swinging and indications operating normally. After inspection of alternator system, found that attaching screw on voltage regulator loose. Tightened and retested alternator multiple times with no further discrepancy. No other defects noted. AC OK for return to service.
5	Hard Landing	N117ER	IP WAS PF. Standards Pilot WAS PM. Pass WAS PASSENGER IN THE BACK SEAT. IP WAS PERFORMING A SHORT FIELD LANDING IN DAB WHEN WE EXPERIENCED A HARD LANDING ON THAT TRIAL. SUNSEQUENTLY CANCELLED THE LIGHT AND DOWNED THE AIRCRAFT FOR MAINTENANCE INSECTION.	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Inspected wheel wells and landing gear attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Inspected wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Inspected fuselage and empennage for door alignment, buckling, lose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time, landing gear ops check good. Aircraft ok for return to service.
6	Hard Landing	N117ER	On short final to runway 7R I misjudged my trade for pitch and power which led to inconsistent power inputs and as a result the landing was hard.	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Inspected wheel wells and landing gear attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Inspected wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Inspected fuselage and empennage for door alignment, buckling, lose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time, landing gear ops check good. Aircraft ok for return to service.
7	Hard Landing – Other	N106ER	During base to final the student began to lose airspeed below 65 knots and the stall warning horn indicators began to come on around 100-200 feet. the IP prompted the student to lower the nose but in doing so the student would end up short and fail the maneuver and did not want to go-around, so the student continued to pull aft on flight controls resulting in a power off stall. the IP tried taking controls but did not announce taking controls but instead prompted the student to add power. Power was applied but only after hard contact with the ground was made resulting in a bounce. full power was added and a go around was initiated. The IP then terminated the training flight and flew directly back to DAB to down the aircraft	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Inspected wheel wells and landing gear attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Inspected wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Inspected fuselage and empennage for door alignment, buckling, lose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time, landing gear ops check good. Aircraft ok for return to service.
8	Hard Landing – Other	N106ER	During performing power off 180 maneuver to 29 at FIN, SP allowed airspeed to decrease too rapidly resulting in power off stall at around 20-30 ft. SP thought the airplane would flare and still make the spot, when airplane started sinking very rapidly. The stall resulted in hard landing to a bounce. Following that, crew departed back to DAB. No damage occurred to the aircraft.	Placed aircraft on jacks. Inspected landing gear shock struts, determined rings left by wiper seals that strut compression was not abnormal. Determined that landing was not a hard landing. Inspected struts for signs of overstress, deformation, lose or damages trunnion mounts. Inspected wheel wells and landing gear attach points for buckling, cracks, overstress, wing skin buckling, actuator side brace for damage and condition. Inspected wing attach bolt areas for slippage, damage, and overstress. Insp upper and lower wing skins for wrinkles, cracks, popped or missing rivets. Insp engine mount for distortion and damage. Insp prop for evidence of grd strike. Inspected fuselage and empennage for door alignment, buckling, lose or missing rivets. Performed retraction tests and emergency extension test. Checked rigging of gear indication switches. No defects noted at this time, landing gear ops check good. Aircraft ok for return to service.