

**Aviation Safety Investigation Report
198404491**

Piper PA 18-150-A1

28 April 1984

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.

Occurrence Number: 198404491
Location: Manjimup WA
Date: 28 April 1984
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1340

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	1

Aircraft Details: Piper PA 18-150-A1
Registration: VH-FPI
Serial Number:
Operation Type: Fire Spotting
Damage Level: Substantial
Departure Point: Manjimup WA
Departure Time: 1150
Destination: Manjimup WA

Approved for Release: 25th July 1984

Circumstances:

Because of strong crosswind conditions at his planned destination the pilot diverted to a nearby strip which was aligned into the prevailing wind. Although the groundspeed was low during the approach the pilot elected to use full flap for landing. Shortly after touchdown the left wing lifted and the pilot was unable to apply full corrective aileron because his knee became jammed between the control column and the flap lever. The aircraft ran off the side of the strip and struck a fence. The fence was only 28 metres from the centre-line of the strip. In his efforts to apply full aileron the pilot had lifted his left foot from the appropriate rudder pedal, which probably increased the tendency of the aircraft to diverge to the right of the strip.