

**Aviation Safety Investigation Report
198502540**

Piper PA28-140

9 June 1985

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 CEO 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 CEO 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: 198502540

Occurrence Type: Accident

Location: Wedderburn NSW

Date: 9 June 1985

Time: 1356

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Piper PA28-140

Registration: VH-MAM

Serial Number:

Operation Type: Private (Club Competition)

Damage Level: Substantial

Departure Point: Wedderburn VIC

Departure Time: 1356

Destination: Wedderburn VIC

Approved for Release: April 16th 1986

Circumstances:

As part of a club competition, the pilot was required to carry out a practice forced landing on the strip. On the downwind leg the height of the aircraft was lower than desired and the pilot adjusted his tracking in order to converge with the strip. A continuous turn from downwind to final was attempted, during which the left wing suddenly dropped and the rate of descent increased. The pilot was able to regain partial control but the aircraft struck the ground heavily and ran off the side of the strip, colliding with rocks and scrub. After misjudging the height and distance to the selected touchdown point, the pilot elected to continue the approach. During the latter stages of the turn onto final, the aircraft probably encountered mechanical turbulence, which resulted in control difficulties and an increased rate of descent. It was likely that the pilot was influenced by the competition atmosphere existing at the time.