

**Aviation Safety Investigation Report
198802340**

Piper PA 28-180

08 January 1988

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.

The accident was not subject to an on scene investigation.

Occurrence Number: 198802340

Occurrence Type: Accident

Location: Sandy Camp NSW

Date: 08 January 1988

Time: 1245

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
Total	0	0	0	3

Aircraft Details: Piper PA 28-180

Registration: VH-PEJ

Serial Number: 281459

Operation Type: Private

Damage Level: Substantial

Departure Point: Coonamble NSW

Departure Time: 1225

Destination: Sandy Camp NSW

Approved for Release: 15 February 1989

Circumstances:

The pilot was making a landing on a dirt strip 822 metres in length. The conditions were calm and the temperature was 37 degrees Celsius. The aircraft floated for some distance before touchdown. Although heavy braking was commenced the pilot reported it was apparent the aircraft would not stop before the end of the strip. A ground loop was initiated during which the aircraft entered soft ground. The nose leg was bent as the aircraft tipped onto a wing tip.

Significant Factors:

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

1. The approach was made at a higher airspeed than recommended.
2. The aircraft floated beyond the target touchdown point.
3. The pilot did not initiate a go around.