

**Aviation Safety Investigation Report  
198700108**

**Piper PA28-140**

**27 September 1987**

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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](http://www.atsb.gov.au).**

**Occurrence Number:** 198700108  
**Location:** 11 km ESE Cervantes WA  
**Date:** 27 September 1987  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	1	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>

**Aircraft Details:** Piper PA28-140  
**Registration:** VH-RVN  
**Serial Number:** 28-20892  
**Operation Type:** Private (Pleasure)  
**Damage Level:** Substantial  
**Departure Point:** Cervantes WA  
**Departure Time:** 1105  
**Destination:** 11 km ESE Cervantes WA

**Approved for Release:** February 22nd 1988

**Circumstances:**

The pilot flew to Cervantes on the day prior to the accident to visit some friends. However, upon hearing reports of acts of vandalism at Cervantes airstrip, he inspected several areas on the farm as possible landing sites with the intention of repositioning the aircraft. The next day the aircraft was flown to the farm, where after an airborne inspection the pilot chose the second of two possible landing sites. The aircraft subsequently overshot the intended touchdown point. During the hold off over rising ground, the nose of the aircraft dropped and the aircraft impacted the ground heavily on the nosewheel. The aircraft pitched forward and came to rest inverted. The landing area was unsuitable because of the steeply undulating surface.