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Aviation Safety Investigation Report 198500667

Piper PA32-300

22 October 1985

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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: 198500667 Occurrence Type: Accident

Location: 33km West of Peterborough SA

Date: 22 October 1985 **Time:** 633

Highest Injury Level: Fatal

Injuries:

| | Fatal | Serious | Minor | None |
|-----------|-------|---------|-------|------|
| Crew | 1 | 0 | 0 | 0 |
| Ground | 0 | 0 | 0 | - |
| Passenger | 4 | 0 | 0 | 0 |
| Total | 5 | 0 | 0 | 0 |

Aircraft Details: Piper PA32-300

Registration: VH-PPF

Serial Number:

Operation Type: Private-Business travel

Damage Level: Destroyed

Departure Point: White Well, 7km SE of

Melrose SA

Departure Time: 0633

Destination: Mildura Vic.

Approved for Release: April 28th 1986

Circumstances:

The pilot and his passengers had arranged to fly to Wagga Wagga to attend an agricultural seminar. He had flown the aircraft from his home base to spend the night at Melrose, with a friend, before departing the following morning. Prior to DEPARTURE, the pilot obtained a weather forecast for the route to be flown. He then submitted flight details that indicated the flight would be conducted in accordance with visual flight rules. The aircraft was later observed to take-off and head towards the north-east. Approximately 40 minutes after the aircraft departed the wreckage was sighted by a passing motorist. Ground marks indicate that the aircraft had struck the ground while heading in a north-westerly direction. Both the forecast and actual weather conditions at the time of DEPARTURE and the time of the accident indicated the presence of low cloud, poor visibility and rain in the area. These conditions were below those required for flight in accordance with visual flight rules. An inspection of the wreckage revealed that the aircraft had struck the ground at a relatively low forward speed between two areas of rising terrain. No fault was found with the aircraft that could have contributed to the occurrence.