

**Aviation Safety Investigation Report  
198700746**

**Piper PA32-260**

**18 September 1987**

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

**Occurrence Number:** 198700746  
**Location:** Coober Pedy SA  
**Date:** 18 September 1987  
**Highest Injury Level:** Minor  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1225

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>

**Aircraft Details:** Piper PA32-260  
**Registration:** VH-BMB  
**Serial Number:** 32-328  
**Operation Type:** Private (Travel)  
**Damage Level:** Destroyed  
**Departure Point:** Alice Springs NT  
**Departure Time:** 950  
**Destination:** Coober Pedy SA

**Approved for Release:** March 10th 1988

#### **Circumstances:**

Upon arrival in the circuit, the pilot assessed the conditions and approached to land into wind on runway 04. When the nosewheel was lowered onto the runway, the aircraft veered to the right and did not respond to the application of left rudder. A go-around was initiated, but soon after becoming airborne, the aircraft rolled to the right until it reached a bank angle of about 60 degrees. The pilot attempted to counter the roll with the application of opposite aileron but the aircraft continued to roll right until the starboard wingtip touched the ground. The auxiliary wingtip tank ruptured and caught fire. The nose of the aircraft dropped and the aircraft struck the ground heavily in a wings level attitude. The aircraft ran along the ground for 18 metres before the nosegear collapsed. It then slid to a halt 250 metres beyond the runway markers with flames now emanating from the engine bay and right wing. The occupants evacuated the aircraft successfully. The pilot reported that after exiting the aircraft he sighted the windsock which indicated a wind direction of approximately 310 degrees and estimated the speed to have been 35 knots. During the early part of the landing roll the wind backed to a 35 knot crosswind from the left. This wind change was unforecast and unexpected by the pilot. It is probable that the wind change caused the left wing to lift and as a result the aircraft turned downwind. During the attempted go-around, in what was now a 35 knot tailwind, the aircraft stalled and the right wing struck the ground.