

**Aviation Safety Investigation Report  
198600703**

**Piper PA25-235**

**12 August 1986**

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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.

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:** 198600703                      **Occurrence Type:** Accident  
**Location:** Brady Creek (42 km North Kapunda) SA  
**Date:** 12 August 1986                      **Time:** 1141  
**Highest Injury Level:** Fatal  
**Injuries:**

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

**Aircraft Details:** Piper PA25-235  
**Registration:** VH-RAQ  
**Serial Number:**  
**Operation Type:** Aerial Work-Agricultural  
                              Spraying  
**Damage Level:** Substantial  
**Departure Point:** 3km West of Robertstown  
                              SA  
**Departure Time:** 1141  
**Destination:** 3km West of Robertstown  
                              SA

**Approved for Release:** May 12th 1987

**Circumstances:**

A witness reported that as the aircraft approached a ridge line about 5 kilometres from the DEPARTURE point he observed a marked "wing wobble". This was then seen to cease briefly, then recommence. Shortly afterwards, the aircraft collided with the top of the ridge line and cartwheeled down the slope before coming to rest against a tree. An inspection of the aircraft did not reveal any fault that may have contributed to the occurrence. At the time of the accident the wind velocity was north-westerly at about 15 knots and thus was blowing across the ridge struck by the aircraft. It is likely that the aircraft, while being flown at a low altitude, was affected by mechanical turbulence in the lee of the ridge line and collided with the ground.