

**Aviation Safety Investigation Report
199000015**

Piper PA30

2 August 1990

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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: 199000015
Location: Bourke NSW
Date: 2 August 1990
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 820

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

Aircraft Details: Piper PA30
Registration: VH-PYQ
Serial Number: 1579
Operation Type: Private
Damage Level: Destroyed
Departure Point: Bourke NSW
Departure Time: 0810
Destination: Kerang Vic

Approved for Release: 13th December 1990

Circumstances:

The pilot was expecting to make an early morning DEPARTURE, but was confronted with adverse weather conditions and low cloud. He was advised by another pilot that these conditions were expected to improve later that morning, but he decided to depart immediately and assess the weather as the flight proceeded. After flying in a westerly direction for several minutes it became obvious to the pilot that visual flight could not be maintained, so he elected to return for a landing. Re-entering the circuit area the low cloud and poor visibility required the flight to continue close to the ground, and the pilot misjudged the turn onto final. He abandoned the landing and joined a low left hand circuit for the reciprocal runway. While turning onto a close final leg, the left hand wing contacted a six metre high telephone wire located across the approach path approximately 300 metres from the runway threshold, causing the aircraft to lurch violently to the left and impact the ground heavily

Significant Factors:

The following factor was considered relevant to the development of the accident

1. The flight was initiated and continued in adverse weather conditions. This accident was not the subject of an on-scene investigation.