

**Aviation Safety Investigation Report  
199101645**

**Piper PA28**

**05 January 1991**

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.

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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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199101645      **Occurrence Type:** Accident  
**Location:** Bayswater Power Station NSW  
**Date:** 05 January 1991      **Time:** 1650  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Piper PA28  
**Registration:** VH-DDH  
**Serial Number:** 28-7615433  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Tamworth NSW  
**Departure Time:** 1515  
**Destination:** Cessnock NSW

**Approved for Release:** 9th May 1991

**Circumstances:**

Prior to departure for a dual instructional navigation exercise, the instructor pilot obtained a weather briefing which, although indicating marginal Visual Meteorological Conditions, he considered suitable for the exercise. In the initial stages of the flight the weather was better than expected and conditions ahead appeared to present no significant problem. Later in the flight the weather deteriorated rapidly with patches of low cloud developing. As a result, the pilot decided to carry out a landing on a dirt road which appeared suitable from the air. The approach and landing were normal until, late in the landing roll, the aircraft collided with a partly open gate which the pilot had not seen prior to landing.