

**Aviation Safety Investigation Report
198800140**

PIPER PA28R-180

17 October 1988

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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: 198800140

Occurrence Type: Accident

Location: Not Known OF REPORT

Date: 17 October 1988

Time: Not Known

Highest Injury Level: Nil

Injuries:

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

Aircraft Details: PIPER PA28R-180

Registration: VH-TUT

Serial Number: 28R-30765

Operation Type: Private

Damage Level: Substantial

Departure Point: Not Known

Departure Time: Not Known

Destination: Not Known

Approved for Release: February 22nd 1989

Circumstances:

An aircraft cleaner reported finding significant damage to the landing gear and wing spars of the aircraft during a routine cleaning operation on the afternoon of Sunday the 17 October 1988. The damage to the aircraft indicated that the aircraft had probably been stalled at a significant height above the ground descended vertically and touched down heavily on the left wheel followed by the right wheel. Damage to the left wing was readily visible on the upper skin surface. Six pilots had been involved in the operation of the aircraft over the two days preceding the report by the aircraft cleaner. All six indicated that they had not done or had not observed a landing which could have caused the damage found. None of the pilots had observed any damage to the aircraft during their pre or post flight inspections. The damage was such that continued operation of the aircraft could have resulted in a serious air safety occurrence.

Significant Factors:

The following factors were considered relevant to the development of the accident

1. The degree and type of damage indicated that the pilot had misjudged his altitude and speed during an attempted landing that loss of control probably occurred at a height which was too low for recovery action to have any effect and that the aircraft probably suffered an uncontrolled collision with the ground.
2. It is also possible that the attempted operation was beyond the pilot's current experience level or ability.

Reccomendations:

1. It is recommended that this accident be used to publicise the unethical action on the part of the pilot who caused the damage in not reporting the accident and the danger that a more serious accident could occur if an aircraft with damage such as VH-TUT suffered is allowed to fly without inspection and repair.