

**Aviation Safety Investigation Report
198802377**

Piper PA 28-235

3 July 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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198802377

Occurrence Type: Accident

Location: Warnervale NSW

Date: 3 July 1988

Time: 1130

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Piper PA 28-235

Registration: VH-BWY

Serial Number: 28-11176

Operation Type: Private

Damage Level: Substantial

Departure Point: Cessnock NSW

Departure Time: 1110

Destination: Warnervale NSW

Approved for Release: November 9th 1988

Circumstances:

The aircraft was being flown by the owner who had obtained a restricted private pilot licence several hours prior to the accident, and had just completed an endorsement on the type. The front seat passenger was a licenced pilot with slightly more flying experience than the owner. During the landing, the aircraft touched down on one wheel, bounced and yawed to the left. The pilot commenced a go-around but the passenger took control of the aircraft from him. During the attempted go-around, the aircraft was observed to touch the ground again, before flying in a steeply nose high attitude over a parked aircraft and a building. As the aircraft passed over the building a wing dropped and the aircraft subsequently struck a fence post damaging the right stabilator. It became airborne again in a steeply nose high attitude before stall- mashing into the ground, impacting heavily approximately 600 metres from the initial point of touchdown.

Significant Factors:

It was considered that the following factors were relevant to the development of the accident:

1. The pilot misjudged the landing and this resulted in a bounce and yaw.
2. The passenger took control of the aircraft from the pilot during the attempted go-around.
3. The passenger mis-handled the controls of the aircraft during the attempted go-around.