

**Aviation Safety Investigation Report  
198602335**

**Piper PA 25-235**

**01 July 1986**

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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).**

**Occurrence Number:** 198602335                      **Occurrence Type:** Accident  
**Location:** Panuara (8 km NW Mandurama) NSW  
**Date:** 01 July 1986                      **Time:** N/A  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Piper PA 25-235  
**Registration:** VH-PPA  
**Serial Number:**  
**Operation Type:** Aerial Work (Top Dressing)  
**Damage Level:** Substantial  
**Departure Point:** Panuara NSW  
**Departure Time:** N/A  
**Destination:** Panuara NSW

**Approved for Release:** September 3rd 1986

**Circumstances:**

The pilot left his home base and flew to the strip from which he intended to conduct top dressing operations. Shortly after a normal take-off with the first load of superphosphate, the engine power suddenly deteriorated rapidly. The pilot dumped the load and landed in an adjoining paddock, but the aircraft collided with a fence and subsequently ground looped. No fault was subsequently found with the engine, which was still operating at idle power when the aircraft came to rest. After arrival at the agricultural strip, the pilot had left the engine idling for several minutes with the carburettor heat selected to the cold position. Atmospheric conditions were suitable for the formation of carburettor icing, and it was most probable that this had occurred. The pilot had been in the habit of using reduced power for take-off, which may have aggravated any tendency for carburettor ice to form.