

**Aviation Safety Investigation Report  
198502519**

**Piper PA28-161**

**18 February 1985**

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

**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:** 198502519

**Occurrence Type:** Accident

**Location:** 22 Km NE of Deniliquin NSW

**Date:** 18 February 1985

**Time:** 1035

**Highest Injury Level:** Nil

**Injuries:**

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

**Aircraft Details:** Piper PA28-161

**Registration:** VH-UMB

**Serial Number:**

**Operation Type:** Flying Training -  
Instructional Dual

**Damage Level:** Substantial

**Departure Point:** Deniliquin NSW

**Departure Time:** 1035

**Destination:** Deniliquin NSW

**Approved for Release:** 17th May, 1985

**Circumstances:**

At the conclusion of the dual training segment of the flight the instructor decided to demonstrate a forced landing sequence. Descent was continued to a very low height, and during the go-around the aircraft struck a fence at the approach end of the selected paddock. Control was maintained and a safe landing was subsequently carried out at the destination aerodrome.