

**Aviation Safety Investigation Report
199002031**

Piper PA28-181

02 December 1990

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.

This accident was not formally investigated by the Bureau.

Occurrence Number: 199002031

Occurrence Type: Accident

Location: 10 km N of Gunnedah NSW

Date: 02 December 1990

Time: 1605

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 PA28-181

Registration: VH-WJZ

Serial Number: 28-8090006

Operation Type: Private

Damage Level: Substantial

Departure Point: Ballina NSW

Departure Time: 1411

Destination: Gunnedah NSW

Approved for Release: 11th April 1991

Circumstances:

During descent, approximately 20 kilometres from the destination aerodrome, the engine lost power. The pilot turned on the electric fuel pump, resulting in the engine briefly regaining power before stopping. By this time the aircraft was near the edge of a thunderstorm with associated rain and turbulence. The pilot attempted a forced landing onto a grass field but overshot the approach due to poor visibility and a tailwind. While manoeuvring to avoid obstacles, the left wing struck the ground, resulting in the aircraft landing heavily, collapsing both nose and right main landing gears. The pilot advised that the engine had lost power due to fuel exhaustion. He attributed this to the use of extra power during the flight to maintain altitude in the hot and turbulent conditions. The mixture had not been leaned to best economy due to an instruction to avoid high engine temperatures following recent maintenance work.