

**Aviation Safety Investigation Report  
199001147**

**Piper PA25-235**

**6 June 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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199001147      **Occurrence Type:** Accident  
**Location:** 4km S of Katamatite VIC  
**Date:** 6 June 1990      **Time:** 1500  
**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 PA25-235  
**Registration:** VH-PPS  
**Serial Number:** 25-4269  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** 10km S of Katamatite VIC  
**Departure Time:** 1440  
**Destination:** 10km S of Katamatite VIC

**Approved for Release:** 2nd July 1990

**Circumstances:**

The pilot was spraying a 120 acre field of wheat. When the main area was finished the pilot started clean up runs around trees and the fence. One fence line was in the form of a vee and a clean up run was made along this with the intention of ruddering the aircraft around at the bend in the fence. As this was done the left wheel contacted the fence and the pilot was unable to stop the aircraft hitting the ground and sliding to a stop.