

**Aviation Safety Investigation Report  
198503516**

**Piper PA32-300**

**21 June 1985**

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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:** 198503516                      **Occurrence Type:** Accident  
**Location:** Mer Island (Murray Island Group) QLD  
**Date:** 21 June 1985                      **Time:** 1326  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>

**Aircraft Details:** Piper PA32-300  
**Registration:** VH-MGQ  
**Serial Number:**  
**Operation Type:** Carriage of passengers and freight  
**Damage Level:** Substantial  
**Departure Point:** Prince of Wales Is QLD  
**Departure Time:** 1326  
**Destination:** Mer Island QLD

**Approved for Release:** 31st October, 1985

**Circumstances:**

When the aircraft became low on approach, the pilot applied power to correct the approach angle. However this resulted in a higher than recommended airspeed and the aircraft touched down and bounced. Witness reports indicate that the final touchdown occurred between 155 and 180 metres after the threshold, however, positive wheel marks were not evident until 340 metres after the threshold. When the pilot realised that insufficient strip remained for the aircraft to be brought to a stop, she attempted to carry out a groundloop. The aircraft skidded sideways off the end of the strip and down a steep incline before coming to rest against a tree. The pilot had encountered several problems prior to the accident. The aircraft battery had gone flat twice causing delays to the passengers. The passengers had become irritated by the delays and vented their anger on the pilot. The pilot stated that she was concerned about starting the engine after the landing and about the time available to complete the schedule before returning the aircraft to the base that night. She also stated that because of her preoccupation with the above matters she had not planned the approach and landing.