

**Aviation Safety Investigation Report
199001150**

Piper PA38-112

08 July 1990

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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: 199001150 **Occurrence Type:** Accident
Location: French Island VIC
Date: 08 July 1990 **Time:** 1250
Highest Injury Level: Nil
Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Piper PA38-112
Registration: VH-HAT
Serial Number: 38-79A72
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Tooradin VIC
Departure Time: 1150
Destination: Tooradin VIC

Approved for Release: 3rd September 1990

Circumstances:

This was the student's first session on practice forced landings. The instructor demonstrated a forced landing approach, and then positioned the aircraft for the student to practice an approach. The instructor intended to demonstrate to the student the dangers of trying to stretch the glide. The approach was flown by the student into wind with full flaps set, descending to a low height with the speed reducing to 55 knots. The student failed to respond to the instructor's call to watch the airspeed. The instructor took control, applying full power, but too late to avert the descent. The aircraft port wing tip contacted a bush and the resulted ground contact caused the nose gear to collapsed. The instructor estimated the wind as from the north-west at 15-20 knots and thought there was probably wind shear at low level, which contributed to causing the ground contact.