

**Aviation Safety Investigation Report
198402357**

Piper PA25-235

22 December 1984

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.

Occurrence Number: 198402357 **Occurrence Type:** Accident

Location: Dooen, 10 km NE of Horsham, Vic

Date: 22 December 1984 **Time:** 1951

Highest Injury Level: Minor

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	1	0

Aircraft Details: Piper PA25-235

Registration: VH-SPE

Serial Number:

Operation Type: Glider retrieval

Damage Level: Destroyed

Departure Point: Horsham, Vic

Departure Time: 1943

Destination: Dooen, Vic

Approved for Release: 5th March 1985

Circumstances:

Prior to the flight the pilot was given details of the paddock in which the glider was located, by the glider pilot. This information included reference to power lines on the western side. An inspection run into the west was performed at 300 feet agl and as a run at a low height towards the east was commenced the landing gear struck a power line suspended 9 metres above the ground. The aircraft struck the ground in a vertical nose down attitude and came to rest inverted. The power line ran obliquely across the paddock from a line of poles paralleling a railway track. There were no supporting poles in the paddock to alert the pilot as to the whereabouts of a power line and he assumed that those running next to the railway were the ones mentioned in the briefing.