

**Aviation Safety Investigation Report
199500179**

**Piper Aircraft Corp
Cruiser**

29 January 1995

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199500179 **Occurrence Type:** Accident
Location: 4km SW Jugiong
State: NSW **Inv Category:** 4
Date: Sunday 29 January 1995
Time: 1040 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-140
Aircraft Registration: VH-PPO **Serial Number:** 28-23002
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Camden NSW
Departure Time: 0816 ESuT
Destination: Wagga NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	72.6	103

Approved for Release: Thursday, February 2, 1995

Enroute the pilot encountered unforecast fog and low cloud and decided to carry out a precautionary landing. Rain had fallen on the surrounding countryside, causing the pilot to have doubts over the surface condition of paddocks in the area. Hence, an unopened, new section of the Hume highway was selected. Low runs were made over the area to check the surface condition, which appeared suitable. A section about 1200 metres long was selected.

A normal landing was achieved and as the aircraft slowed down it unexpectedly entered a 30 centimetre deep track across the highway surface. The undetected track had been left in the surface to allow vehicles to cross the constructed area. As a result of entering this area the nose and right main gear legs collapsed.

Significant Factors

The following factors were considered relevant to the development of the accident:

1. The pilot encountered weather conditions precluding further flight in visual conditions and therefore necessitating a precautionary landing.

2. The area selected for the precautionary landing contained a hazard (a 30 centimetre deep track) which the pilot did not see during a precautionary search from the air prior to landing.

