

**Aviation Safety Investigation Report
199401302**

**Piper Aircraft Corp
Arrow**

18 May 1994

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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: 199401302 **Occurrence Type:** Accident
Location: Wangaratta
State: VIC **Inv Category:** 4
Date: Wednesday 18 May 1994
Time: 1335 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28R-200
Aircraft Registration: VH-MUE **Serial Number:** 28R-7635124
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Moorabbin VIC
Departure Time:
Destination: Wangaratta VIC

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private	15.0	273

Approved for Release: Friday, October 14, 1994

There was a strong westerly wind blowing across the main 18/36 bitumen runway at Wangaratta. Accordingly, the pilot decided to use the shorter 09/27 grass strip for landing.

The pilot identified the area he thought was the grass strip and landed on it in the 270 degree direction. During the landing roll the aircraft entered a ditch which ran across the area he had selected. The nose leg collapsed as a result and the propeller blades were bent. He then discovered he had selected the incorrect area for landing.

The grass strip was marked by outer gable markers and also by parallel inner rows of cones, which were visible from the air. The area selected by the pilot was parallel to the strip and next to the gable markers on the south side of the grass strip and had a shape similar to a landing strip.

Significant Factors

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

1. The pilot mis-identified the section of the aerodrome surface area he was to use for the landing.
2. The landing area selected was unsuitable.

