

**Aviation Safety Investigation Report
199403422**

**Piper Aircraft Corp
Pawnee**

05 November 1994

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 Executive Director 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 Executive Director 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.

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: 199403422 **Occurrence Type:** Accident
Location: Boonah
State: QLD **Inv Category:** 4
Date: Saturday 05 November 1994
Time: 1130 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-25-235/A1
Aircraft Registration: VH-FAL **Serial Number:** 25-2289
Type of Operation: Miscellaneous Glider Towing
Damage to Aircraft: Substantial
Departure Point: Boonah QLD
Departure Time:
Destination: Boonah QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	117.0	353

Approved for Release: Friday, March 8, 1996

The accident occurred during glider towing operations. After the third landing for the morning, the aircraft was being turned to back track on runway 22. The pilot stated that when power was applied to assist the turn being made with rudder and right brake, the aircraft immediately pitched 45 degrees nose down and the propeller was embedded in the earth strip. The wind was estimated to be 18-20 knots gusting to 25 knots from 230-240 degrees magnetic. The pilot stated that he considered inadvertent relaxation of back pressure on the control column, the power application, and possible excessive brake application causing sudden locking of the right hand wheel were contributing factors.