

1. LOCATION OF OCCURRENCE

Orange Aerodrome, New South Wales	Height a.m.s.l. (ft) 3110 feet	Date 19.11.69	Time (Local) 1550	Zone EST
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THE AIRCRAFT

Make and Model Piper PA-28-140 Cherokee	Registration VH-MBN	Certificate of Airworthiness	Valid from 18.7.67	Valid to 17.7.76
Registered Owner Murray Border Flying Club Ltd., P.O. Box 53, Tocumwal, New South Wales.	Operator Murray Border Flying Club Ltd., P.O. Box 53, Tocumwal, New South Wales.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Aerodrome Boundary Fence		

3. THE FLIGHT

Last or intended departure point Orange	Time of departure 1550	Next point of intended landing Urana	Purpose of flight Travel	Class of operation Private
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THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Ronald Forsythe SCOTT	Pilot	27	Commercial	289	1,585	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
George Paulin WILLIAMS	Passenger	Nil			
Norman HOPWOOD	Passenger	Nil			

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

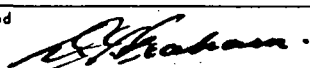
RELEVANT EVENTS

The aircraft commenced its take off run to the south west on the 221 degrees strip into a wind of 15 to 20 knots from the south west. The strip is 2,950 feet long and the surface was firm and covered at the time with a dense growth of grass and lucerne to a depth of 4 to 8 inches. The aircraft did not become airborne until it had covered about two thirds of the available distance at which point the speed was in excess of 60 knots. The pilot then held the aircraft close to the ground to accelerate further before beginning the climb but, when 350 feet from the far end of the strip, the aircraft contacted the gently rising strip surface. It failed to become airborne again and it entered a dense growth of elephant grass after over-running the strip, and then struck the aerodrome boundary fence 230 feet beyond the end of the strip. The aircraft travelled a further 330 feet across an adjacent paddock and slewed 90 degrees to the left before coming to rest. Examination of the aircraft and engine did not reveal any defect which may have contributed to the occurrence. The aircraft performance charts indicates that while the dimensions of the strip could be regarded as somewhat marginal, the take-off should have been within the capacity of the aircraft.

8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot did not establish a positive rate of climb after the aircraft became airborne.

Report approved



(D.S. GRAHAM)

Designation
Assistant Director-General
(Air Safety Investigation)Date
16.6.71