

**Aviation Safety Investigation Report  
198800715**

**Piper PA32-300**

**7 May 1988**

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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.

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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](http://www.atsb.gov.au).**

This accident was not subject to an on scene investigation.

**Occurrence Number:** 198800715 **Occurrence Type:** Accident  
**Location:** Mawarra NSW  
**Date:** 7 May 1988 **Time:** 830  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Piper PA32-300  
**Registration:** VH-PDF  
**Serial Number:** 32-40618  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** Broken Hill NSW  
**Departure Time:** N/K  
**Destination:** Mawarra NSW

**Approved for Release:** February 23rd 1989

#### **Circumstances:**

The pilot departed on a mail run to his first port of call at Yalcowinna. He was unable to land, as the strip was covered with water from recent heavy rains. He diverted to the next strip at Mawarra, and recalled overflying the strip which he assessed as being wet but suitable for landing. The strip owner usually contacted the aircraft by radio to advise on the surface conditions, but on this occasion the pilot was unable to make contact before landing. The aircraft became bogged after turning off the strip following landing. After being extricated and the turnaround completed, the aircraft again became bogged while taxiing for takeoff. After once again freeing the aircraft, the pilot positioned it at one end of the strip ready for takeoff. He then shut the engine down, left the aircraft and inspected the strip from a vehicle. Having assessed the surface as suitable, the pilot attempted a takeoff with two stages of flap extended. At a previously selected decision point, the pilot elected to continue the takeoff and attempted to lift off at an indicated airspeed of 50 knots. The aircraft settled back onto the strip on the main wheels, and remained in this nose high attitude until the pilot decided to abandon the takeoff. The aircraft came to rest about 1400 metres beyond the end of the 700 metre long strip, after passing beneath telephone wires which stood some 200 metres past the strip end. The nosegear collapsed towards the end of the ground roll. The pilot did not recall being briefed by his employer that he should not land at Mawarra if Yalcowinna was unserviceable due to surface conditions.

#### **Significant Factors:**

It was considered that the following factors were relevant to the development of the accident

1. The pilot did not comply with a preflight briefing from his employer concerning aerodrome serviceability.
2. The normal strip report was not available.

3. The pilot was inexperienced in the area of operations, and in wet strip operations.
4. The strip was unserviceable due to soft, wet surface.
5. Insufficient runway length was available for the prevailing conditions.
6. A late decision by the pilot to abort the takeoff.