

**Aviation Safety Investigation Report  
198802353**

**PIPER PA28-235**

**4 April 1988**

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 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 the subject of an on site investigation.

**Occurrence Number:** 198802353      **Occurrence Type:** Accident  
**Location:** Denian Station (85 km E of Menindee) NSW  
**Date:** 4 April 1988      **Time:** 1600  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** PIPER PA28-235  
**Registration:** VH-PXF  
**Serial Number:** 28-11030  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Denian Station NSW  
**Departure Time:** N/K  
**Destination:** Denian Station NSW

**Approved for Release:** 4 May 1988

**Circumstances:**

The aircraft was being operated from a clay pan strip on a dry lake bed. There had been no rain for approximately 48 hours and the pilot had flown his aircraft from the strip twice in that period. On each occasion he had taxied along the strip to the west and taken off into the east. However, on this occasion, he was departing to the west and the take-off run was along the section of strip used during the previous taxiing. The pilot stated that during the take-off roll, the aircraft appeared to break through the clay surface crust and drag to one side. He said that he reduced power and attempted to bring the aircraft to a full stop before it ran off the side of the strip. However, the nosewheel broke through the surface and bogged in the soft clay causing the aircraft to overturn.