

**Aviation Safety Investigation Report  
199700862**

**Piper Aircraft Corp  
Tomahawk**

**08 March 1997**

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.

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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).**

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:** 199700862                      **Occurrence Type:** Accident  
**Location:** Bankstown, Aerodrome  
**State:** NSW    **Inv Category:** 4  
**Date:** Saturday 08 March 1997  
**Time:** 1600 hours                                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-38-112  
**Aircraft Registration:** VH-IAD                      **Serial Number:** 38-78A0782  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:** 1600 ESuT  
**Destination:** Bankstown NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	220.0	1680
Student Pilot	Student	12.0	12

**Approved for Release:** Thursday, March 20, 1997

The student was approaching first solo standard, having completed some four hours of incident free circuits prior to a dual session of take-offs and landings. During the first take-off from runway 11C, just prior to rotation speed, the student applied full back stick and 'froze' on the controls. The instructor was unable to regain control before the Tomahawk lifted off and stalled at a height of about 30 ft. The aircraft struck the runway under full power, incurring substantial damage. Both the student and instructor were uninjured