

**Aviation Safety Investigation Report
199701322**

**Piper Aircraft Corp
Aztec**

25 April 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.

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: 199701322 Location: 10km NW Maitland (Luskintyre) State: NSW Date: Friday 25 April 1997 Time: 0815 hours Highest Injury Level: None	Occurrence Type: Accident Inv Category: 4 Time Zone: EST
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Aircraft Manufacturer: Piper Aircraft Corp	
Aircraft Model: PA-23-250	
Aircraft Registration: VH-EGA	Serial Number: 27-7405424
Type of Operation: Non-commercial Pleasure/Travel	
Damage to Aircraft: Substantial	
Departure Point:	
Departure Time:	
Destination: Mount Isa QLD	

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	1500.0	2500

Approved for Release: Tuesday, May 6, 1997

The pilot had planned the flight for an early morning departure from a private airstrip. He had calculated the takeoff weight, with four passengers, to be below the maximum allowable for the takeoff length available. The weather was fine and clear, with a light crosswind on the gently downsloping grass strip selected for takeoff. The grass had been mown short but was wet from a heavy dew.

During the takeoff run the pilot became concerned that the aircraft was not accelerating normally, so he closed the throttles and applied maximum braking. However, he was unable to stop the aircraft before it overran the strip end and collided with a fence, rupturing a fuel tank and causing minor damage to the engine cowlings and landing gear doors.

No defects were found with the aircraft that may have affected its performance. It is likely that the wet grass would have increased the takeoff distance required, and also decreased the aircraft's braking efficiency when the takeoff was rejected.