

**Aviation Safety Investigation Report  
199503270**

**Piper Aircraft Corp  
Arrow**

**03 October 1995**

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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:** 199503270                      **Occurrence Type:** Accident  
**Location:** Woodgate, (ALA)  
**State:** QLD                      **Inv Category:** 4  
**Date:** Tuesday 03 October 1995  
**Time:** 0605 hours                      **Time Zone** EST  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None	Total
Crew	0	0	1	0	1
Ground	0	0	0	0	0
Passenger	0	0	2	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-28R-200  
**Aircraft Registration:** VH-SKW                      **Serial Number:** 28R-7335082  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Woodgate QLD  
**Departure Time:** 0605 EST  
**Destination:** Toowoomba QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	500.0	1300

**Approved for Release:** Tuesday, November 28, 1995

The aircraft was taking off from a bush strip. The pilot said that the takeoff run took about 600 m of the 800 m available. However, the aircraft failed to climb away so the pilot rejected the takeoff at a late stage. The aircraft was landed beyond the end of the strip, amongst saplings and trees.

The pilot attributed the lack of performance to a partial power loss, although he had not heard a change in engine note, nor had he noticed any abnormal engine indications. During subsequent testing of the engine, full power was able to be achieved. Two other pilots later stated that the strip surface was affected by soft sand, and only had a usable length of about 500 m. The aircraft performance charts indicated that a takeoff roll of approximately 600 m was required under the prevailing conditions.

It is considered likely that the pilot attempted to fly the aircraft off the ground prematurely. As a result, the aircraft climb performance was adversely affected by induced drag.

