

**Aviation Safety Investigation Report  
199503683**

**Piper Aircraft Corp  
Warrior**

**05 November 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:** 199503683                      **Occurrence Type:** Accident  
**Location:** 16km SE Swan Hill  
**State:** NSW    **Inv Category:** 4  
**Date:** Sunday 05 November 1995  
**Time:** 1645 hours                      **Time Zone**                      ESuT  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-28-161  
**Aircraft Registration:** VH-TVQ                      **Serial Number:** 28-7816458  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Swan Hill Vic  
**Departure Time:** 1645 ESuT  
**Destination:** Swan Hill Vic

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	104.0	560

**Approved for Release:** Friday, November 17, 1995

The pilot said he had landed at the small grass strip a couple of times before. He flew to the area and made inspection runs over the strip at a height of about 100 feet. He then made a landing approach. The aircraft touched down about one quarter of the way in and bounced.

Because there was insufficient landing distance remaining, the pilot applied engine power and selected two stages of flap for a go-around. Lift off was made at 55 knots but the wheels struck a bank at the end of the strip. This impact severely damaged the undercarriage. The pilot turned the aircraft to the left towards a small clear paddock. However, in doing so the left wing struck a small tree and the aircraft cartwheeled.

**Significant Factors**

The following factors were considered relevant to the development of the accident:

- 1 Unsound decision by the pilot to land the aircraft at a strip of minimal dimensions.

2 Misjudged landing approach.

3 The flight was not authorised by a designated responsible person.

4 The operator's procedures did not require the flight to be so authorised.

