

**Aviation Safety Investigation Report
199503806**

**Piper Aircraft Corp
Warrior**

29 October 1995

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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:	199503806	Occurrence Type:	Incident
Location:	Cooranbong, (ALA)		
State:	NSW	Inv Category:	4
Date:	Sunday 29 October 1995		
Time:	0915 hours	Time Zone	ESuT
Highest Injury Level:	None		

Aircraft Manufacturer:	Piper Aircraft Corp		
Aircraft Model:	PA-28-161		
Aircraft Registration:	VH-HLE	Serial Number:	28-7916283
Type of Operation:	Non-commercial Pleasure/Travel		
Damage to Aircraft:	Minor		
Departure Point:	Cooranbong. NSW		
Departure Time:	0915 ESuT		
Destination:	Cooranbong. NSW		

Approved for Release: Monday, January 8, 1996

The pilot with three passengers intended operating the Warrior in the training area for about one and half hours. During the take off roll, the pilot became concerned with the apparent lack of aircraft acceleration. Immediately after lift off, the aircraft settled and, suspecting a reduction of power, the pilot closed the throttle. During the landing the aircraft overran the end of the runway sustaining minor damage. A subsequent engineering inspection found that the engine was capable of normal operation.