

**Aviation Safety Investigation Report
199402152**

**Piper Aircraft Corp
Warrior**

07 August 1994

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: 199402152 **Occurrence Type:** Accident
Location: Shepparton
State: VIC **Inv Category:** 4
Date: Sunday 07 August 1994
Time: 1318 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-151
Aircraft Registration: VH-CEP **Serial Number:** 28-7715190
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Shepparton VIC
Departure Time: 1318 EST
Destination: Shepparton VIC

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	80.0	100

Approved for Release: Tuesday, August 30, 1994

The pilot was taking his friends for a local flight. He commenced a takeoff on runway 09 which has a gravel surface and is 423 metres long. When about two thirds of the way down the runway, the pilot realised the aircraft would probably overrun the end of the runway and collide with the boundary fence. He attempted to brake but realised it was too late so he then attempted to fly the aircraft over the fence for a landing straight ahead in an adjoining paddock. However, the aircraft collided with the fence. After the accident, the pilot realised he had attempted to take off with a 15 knot tailwind. He believed that he read the windsock back to front.