

**Aviation Safety Investigation Report
199301500**

**Piper Aircraft Corp
Pawnee Brave**

25 May 1993

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.

Occurrence Number: 199301500 **Occurrence Type:** Accident
Location: Albury
State: VIC **Inv Category:** 4
Date: Tuesday 25 May 1993
Time: 0957 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-36-375
Aircraft Registration: VH-SIT **Serial Number:** 36-7802057
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Substantial
Departure Point: 6km NE Beechworth VIC
Departure Time: 0940 EST
Destination: 6km NE Beechworth VIC

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	6000.0	6942

Approved for Release: Monday, March 28, 1994

While taking off from a forestry strip the aircraft performance achieved was less than expected. Concerned about terrain proximity after lift off the pilot operated the dump lever. This did not prevent the landing gear from striking a log beyond the end of the strip. The aircraft continued to fly and the pilot diverted to Albury Airport. During the subsequent landing roll the right main landing gear leg collapsed.

Soft sand had been put on portions of the centre of the forestry strip and it appeared this had adversely affected the takeoff performance. A spreader was fitted to the aircraft to assist in distribution of the hopper load. When the dump was attempted the spreader severely reduced the effectiveness of the dump and only about 20 per cent of the load was jettisoned.

Significant Factors:

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

- 1 The presence of soft sand on the strip surface.
 - 2 The pilot did not anticipate the effect the sand would have on the takeoff performance.
 - 3 Fitment of the spreader resulted in a severe reduction in the performance of the dump system.
-