

**Aviation Safety Investigation Report
199300569**

**Douglas Aircraft Co Inc
DC3-G202A**

21 March 1993

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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: 199300569 **Occurrence Type:** Incident
Location: Warrnambool
State: VIC **Inv Category:** 4
Date: Sunday 21 March 1993
Time: 1545 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Douglas Aircraft Co Inc
Aircraft Model: DC3-G202A
Aircraft Registration: VH-ABR **Serial Number:** 2029
Type of Operation: Non-commercial Unknown
Damage to Aircraft: Minor
Departure Point: Warrnambool VIC
Departure Time:
Destination: Melbourne VIC

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	
		<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	1988.0	13820
Co-Pilot/1st Officer	ATPL 1st Class	4000.0	15000

Approved for Release:

Both pilots had extensive time on DC3 aircraft earlier in their flying careers. The First Officer had been re-validated on type after recent asymmetric checking.

On Saturday 20 March the Captain flew the aircraft to Warrnambool with 24 passengers and an engineer on board. A normal landing was made on runway 13 with a crosswind of about 10 knots.

The following afternoon the crew went to the airport at about 1415 hours for the return flight to Melbourne. They loaded the luggage and completed a preflight inspection. There was plenty of time to do these tasks prior to the planned departure. The passenger load was similar to that on the previous day's flight.

The First Officer was to fly the aircraft from the left seat. The wind was from about 020 degrees at 12-14 knots and the weather was fine. Runway 31 was selected for take-off. The tail wheel lock was engaged and the take off commenced with into wind aileron and leading with the into wind throttle. Initially the aircraft was tracking straight down the centre of the runway. As the tail was lifted a mild swing to the right developed.

This was corrected with left rudder but an over correction followed with the aircraft veering towards the left side of the runway. Approaching the runway intersection, the Captain came on the controls and checked that the autopilot was switched off. A correction was made and the left wheel was in the air. The aircraft left the sealed area and leap frogged gables at the runway intersection.

The Captain took full control and closed the throttles. The aircraft was steered back onto the runway where it was brought to a stop. On taxi back to the terminal area it was noted the tail wheel steering and brakes functioned normally.

An inspection showed that the left wingtip and aileron had been damaged by ground contact. The First Officer had not done a cross wind take off on the type for 24 years.
