

**Aviation Safety Investigation Report
198904293**

**Boeing Co
737**

19 November 1989

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:	198904293	Occurrence Type:	Incident
Location:	Brisbane, Aerodrome		
State:	QLD	Inv Category:	4
Date:	Sunday 19 November 1989		
Time:	1800 hours	Time Zone	EST
Highest Injury Level:	None		

Aircraft	Boeing Co
Manufacturer:	
Aircraft Model:	737
Aircraft Registration:	YU-ANJ

**Serial
Number:**

Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled
---------------------------	---

Damage to Aircraft:

Departure Point:	Townsville QLD
Departure Time:	
Destination:	Brisbane QLD

Approved for Release:

A passenger who claimed to be a co-pilot of another aircraft type reported verbally that, on approach to land, this aircraft had suffered buffet and wing drop which he felt was due to a stall. He was asked to submit a report but none has been received. The person further reported that he travels in the rear of similar aircraft frequently and that on this occasion the nose attitude was high on final approach. Wing drop of the left wing was associated with the buffet and there were storms in the area during the descent.

The captain was interviewed by telephone and the interviewer was asked to speak slowly to allow him to understand the questions. During the arrival the aircraft was vectored by Air Traffic Control. Heavy icing was encountered during the descent and speed brakes were used. On the approach to land there was 21 to 23 knot crosswind from the left. He was unable to remember the minimum indicated airspeed during the approach. The co-pilot was flying the aircraft at the time and a company instructor was on the flight deck as well. The captain is also a check captain on the type.

Analysis of this approach, and four other approaches to Brisbane held on the aircraft flight data recorder, was conducted. The indicated airspeed on this approach varied between 135 and 145 knots between 1500 feet and landing. The rate of descent for the same period was constant at about 700 feet per minute. Buffet was experienced between 1200 and 400 feet, during which time the airspeed varied between 135 and 141 knots. After passing 400 feet the heading altered to the right slightly, indicating that the left crosswind had reduced and the pilot was correcting to maintain the aircraft on the runway centreline. This approach was the most stable of the five approaches analysed and the airspeed was well above the stall speed on all approaches.

Significant factors:

1. Complaint, by a passenger, regarding the aircraft speed on approach to land.