

## AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.  
AS/691/1040

## 1. LOCATION OF OCCURRENCE

Dunk Island, Queensland.

Height a.m.s.l. (ft)  
20 feetDate  
31.12.69Time (Local)  
1300Zone  
EST

## THE AIRCRAFT

Name and Model Piper PA.32/260	Registration VH-PPY	Certificate of Airworthiness	Valid from 30.12.67	Valid to 29.12.76
Registered Owner Aviation Enterprises Pty. Ltd., Canberra, Australian Capital Territory.	Operator G. Scarr, 5B Debenham Street, Mawson, Australian Capital Territory.		Degree of damage to aircraft Substantial	
			Other property damaged Nil.	
Defects discovered				

## 2. THE FLIGHT

Intended departure point Cairns	Time of departure 1204	Next point of intended landing Dunk Island	Purpose of flight Travel	Class of operation Private
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## 4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Graham John SCARR	Pilot	25	Private	14	85	Nil

## 5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Morag Elizabeth SCARR	Passenger	Nil	Barry Norman SCARR	Passenger	Nil
Mavis SCARR	Passenger	Nil	Jeanette VELDERs	Passenger	Nil
Kaylene SCARR	Passenger	Nil			

## 6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

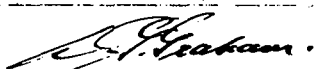
## 7. RELEVANT EVENTS

Before landing, the pilot circled the 2,500 feet landing strip several times to check on surface conditions and decide on his landing direction. There was no wind and after observing another aircraft make a landing into the south east, the pilot made a left circuit and approached in the same direction. The approach path was steeper than normal and made at a speed in excess of that recommended for approach at the existing aircraft weight. After floating for some distance, the aircraft did not decelerate as quickly as he expected. When he became aware that the aircraft was not going to stop within the confines of the strip he turned to starboard slightly, towards what appeared to be an extension of the strip. It became obvious that this area also was inadequate and the pilot then turned the aircraft to port. As the boundary of the cleared area was reached, and at a speed of some 10 knots, the starboard wheel entered a depression and the undercarriage unit was torn from the aircraft.

## 8. OPINION AS TO CAUSE

The probable cause of the accident was that the pilot, who was inexperienced, continued with a landing from a misjudged and poorly executed approach.

Report approved



(D.S. GRAHAM)

Designation  
Assistant Director-General  
(Air Safety Investigation)Date  
13.11.1970