

**Aviation Safety Investigation Report
198803501**

DHC6-320 Twin Otter

18 November 1988

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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.

Occurrence Number: 198803501
Location: Dunk Island QLD
Date: 18 November 1988
Highest Injury Level: Minor
Injuries:

Occurrence Type: Accident

Time: 1605

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	1	3
Total	0	0	1	5

Aircraft Details: DHC6-320 Twin Otter
Registration: VH-AQB
Serial Number: 280
Operation Type: Regular Public Transport
Damage Level: Substantial
Departure Point: Dunk Island QLD
Departure Time: 1605
Destination: Townsville QLD

Approved for Release: 21st August 1989

Circumstances:

The aircraft was to operate a passenger carrying flight to Townsville. Witness reports indicate that the aircraft was aligned on runway 14 in preparation for takeoff. Power was applied and the takeoff run commenced. At the beginning of the takeoff run the aircraft veered to the right and the right mainwheel ran off the sealed runway onto the grass. The aircraft then veered sharply to the left, crossed the runway and ran onto the grass beyond the gable markers. The aircraft then collided with a concrete culvert, crossed a roadway, and came to rest in trees 315 metres from the runway threshold. Comprehensive examination of the aircraft did not reveal any defect or failure that may have contributed to the development of the accident. The weather at the time of the accident was not contributory. The flight crew declined to make themselves available to the investigators for interview. The crew were issued with summonses but did not answer the summons, apparently under direction from their industrial association. This action by the crew hampered the investigation and resulted in no causal factors being determined.

Significant Factors:

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

1. Loss of directional control during takeoff run - cause not established.

Recommendaions:

The Safety Regulation Group Queensland Field Office was informed immediately when it was apparent that unacceptable standards may have been contributory, and corrective action was subsequently taken by the Civil Aviation Authority and the company concerned.