

Aviation Safety Investigation Report 198903795

De Havilland DH82-A

30 July 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 CEO 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 CEO 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: 198903795
Location: Surfers Gardens QLD
Date: 30 July 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1115

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

Aircraft Details: De Havilland DH82-A
Registration: VH-WAP
Serial Number: DX783
Operation Type: Charter
Damage Level: Substantial
Departure Point: Surfers Gardens QLD
Departure Time: 1115
Destination: Surfers Gardens QLD

Approved for Release: 24th August 1989

Circumstances:

Shortly after takeoff on a scenic flight, the passenger commenced taking photographs. In the process, his goggles became partly dislodged and began striking the rear cockpit. The pilot reached forward to rectify the situation and, as he replaced his hand on the throttle control, the engine failed. Because of the low altitude of the aircraft, the pilot was forced to land in a rough boggy area within the airfield boundary. The aircraft struck a large depression and nosed over shortly after touchdown. The pilot reported that he had inadvertently knocked the rear ignition switches to the off position, probably with his jacket sleeve, as he reached forward to help his passenger adjust the dislodged goggles.

Significant Factors:

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

1. The pilot was distracted by the passenger's goggles becoming dislodged.
2. The pilot inadvertently knocked the rear ignition switches to the off position as he reached forward to adjust the goggles.
3. The aircraft landed on unsuitable terrain.