

Aviation Safety Investigation Report 199001996

Piper PA 23

7 July 1990

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.

This accident was not the subject of an on-scene investigation.

Occurrence Number: 199001996 **Occurrence Type:** Accident
Location: Wollongong NSW
Date: 7 July 1990 **Time:** 255
Highest Injury Level: Nil
Injuries:

	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: Piper PA 23
Registration: VH-ERT
Serial Number: 27-7405357
Operation Type: Charter
Damage Level: Substantial
Departure Point: Wollongong NSW
Departure Time: N/A
Destination: Bankstown NSW

Approved for Release: 23rd July 1991

Circumstances:

The aircraft was returning to Bankstown at the completion of a cargo charter flight. Takeoff from runway 35 proceeded normally until the aircraft reached a height of about 90 feet when severe wind shear was encountered, resulting in a high rate of sink. The pilot was unable to prevent the aircraft from settling back onto the runway with the landing gear retracted. The prevailing conditions were conducive to the formation of mechanical turbulence in the lee of nearby mountains. At the time of the accident it was reported there were large fluctuations in the wind velocity at Wollongong aerodrome.

Significant Factors:

The following factor was considered relevant to the development of the accident The aircraft encountered severe wind shear at a critical stage of the take off and lacked the performance to prevent a collision with ground.