

**Aviation Safety Investigation Report  
199003117**

**Piper PA32**

**05 December 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.

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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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199003117      **Occurrence Type:** Accident  
**Location:** Orchid Beach QLD  
**Date:** 05 December 1990      **Time:** 1510  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Piper PA32  
**Registration:** VH-NWS  
**Serial Number:** 32-7540085  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** Orchid Beach QLD  
**Departure Time:** N/A  
**Destination:** Noosa QLD

**Approved for Release:** 9th May 1991

**Circumstances:**

The pilot reported that, at about 60 knots during the takeoff run, the aircraft bounced as a result of an undulation in the strip. As the nosegear leg returned to the ground it encountered another undulation and broke off. During the takeoff the elevator control was being held just rear of mid-range. In the pilot's opinion the undulations in the strip had been the primary cause of the accident.