1

Aviation Safety Investigation Report 199003045

Piper PA28-R180

10 January 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 formally investigated by the Bureau.

Occurrence Number: 199003045 Occurrence Type: Accident

Location: Dunk Island QLD

Date: 10 January 1990 **Time:** 945

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 PA28-R180

Registration: VH-CJN
Serial Number: 28R-30072
Operation Type: Private
Damage Level: Substantial
Departure Point: Townsville QLD

Departure Time: 900

Destination: Dunk Island QLD

Approved for Release: 12th February 1990

Circumstances:

The pilot reported that on arrival at Dunk Island he made a normal approach for runway 14, and on final approach at a height of about 50 feet he encountered a sudden downdraft. The aircraft landed heavily on the left main gear before he could reduce the sink rate. The pilot stated that he subsequently examined the aircraft but did not notice any signs of damage. The damage was discovered after the pilot had returned to Townsville and reported that he had made a heavy landing to the operator. The landing impact had damaged the gear attachment by displacing it vertically upwards, a rib was bent, and rivets were pulled on the lower wing skin. The spar was bent but returned to its normal shape when damaged skin was removed. The pilot stated that the wind at the time of the accident was southeasterly at about 10 -15 knots, and that he had not previously landed at Dunk Island.