

**Aviation Safety Investigation Report
198803510**

Piper PA32-300

23 December 1988

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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.

This accident was not subject to an on scene investigation.

Occurrence Number: 198803510 **Occurrence Type:** Accident
Location: Authorised Landing Area (ALA), 6km WNW of Emerald Aerodrome QLD
Date: 23 December 1988 **Time:** 1120
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 PA32-300
Registration: VH-PRE
Serial Number: 32-40400
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: ALA 6km WNW of
Emerald Aerodrome QLD
Departure Time: 1045
Destination: ALA 6km WNW of
Emerald Aerodrome QLD

Approved for Release: March 9th 1989

Circumstances:

The purpose of the flight was to despatch 60kg of Buffle seed and 50kg of Sorghum seed. When the aircraft returned to the strip, a light NE wind was blowing, favouring a landing on strip 07. The pilot intending to avoid a slightly damp area at the Eastern end of the strip, decided to land the aircraft at the threshold. The aircraft touched down several metres short of the threshold and the right maingear was torn out when the wheel struck a low windrow. The aircraft continued for some 260 metres along the 1000 metre strip and came to rest to the right of the strip close to a bordering spoon drain. The pilot in his endeavour to land at the threshold misjudged the touchdown point and struck rough ground short of his aiming point.

Significant Factors:

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

1. The pilot misjudged the altitude and clearance over the underrun.
2. The ground, short of the strip, was rough and uneven.
3. The pilot was anxious to land at the threshold in order to avoid a damp patch at far end of the strip.
4. The right main gear was torn out of the frame - overload failure.