

**Aviation Safety Investigation Report  
198903809**

**Piper PA32-300**

**14 September 1989**

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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).**

**Occurrence Number:** 198903809  
**Location:** Orchid Beach, Fraser Is QLD  
**Date:** 14 September 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 855

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

**Aircraft Details:** Piper PA32-300  
**Registration:** VH-BLM  
**Serial Number:** 32-7240006  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Bundaberg QLD  
**Departure Time:** 0720  
**Destination:** Orchid Beach QLD

**Approved for Release:** 24th October 1989

#### **Circumstances:**

Prior to the flight the pilot had contacted the owners to obtain details of the strip. This briefing apparently did not include the information that the surface of the strip was undulating and had soft sandy areas. After arriving over the destination the pilot flew along the strip a number of times to check the surface. The wind was calm and he elected to land down the slope. The aircraft bounced and floated along the strip before touching down again. During the landing roll, the nosegear leg failed. The pilot was holding the control column in the neutral position during the landing roll. An aircraft engineer who inspected the aircraft found no evidence of any pre-existing fault in the nosegear leg. This accident was not the subject of a formal on scene investigation.

#### **Significant Factors:**

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

1. Undulations and soft patches in the strip surface.
2. Pilot inexperienced on aircraft type and in operations on ALA.
3. Improper landing flare - aircraft bounced and floated.
4. The pilot was not holding the control column back to reduce the loads on the nosegear.
5. Possible heavy braking contributed to failure of nosegear.