

**Aviation Safety Investigation Report
199403217**

**Douglas Aircraft Co Inc
Dakota**

01 November 1994

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 Executive Director 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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199403217

Occurrence Type: Incident

Location: Kingscote

State: SA

Inv Category: 4

Date: Tuesday 01 November 1994

Time: 0935 hours

Time Zone: CSuT

Highest Injury Level: None

Aircraft Manufacturer: Douglas Aircraft Co Inc

Aircraft Model: DC3C-S1C3G

Aircraft Registration: VH-BPN

Serial Number: 44-76613

Type of Operation: Charter Passenger

Damage to Aircraft: Minor

Departure Point: Adelaide SA

Departure Time: 0849 CSuT

Destination: Kingscote SA

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL 1st Class	300.0	6300
Co-Pilot/1st Officer		150.0	1500

Approved for Release: Tuesday, February 13, 1996

The aircraft landed into a very strong wind, and as the tail was being lowered during the landing roll a change in the wind direction violently lifted the left wing. The pilot used full corrective aileron and rudder but could not prevent the aircraft from veering off the right side of the strip or the right wingtip touching the ground. He then applied full asymmetric power to straighten the aircraft, and after regaining control took-off again, returning for a safe landing.

After taxiing to the terminal the pilot-in-command and co-pilot inspected the wingtip and aileron for damage, and checked the controls for full and free movement. They both believed that only superficial damage had occurred and that the aircraft was airworthy. Subsequent investigation revealed that the outboard aileron hinge mounting had been displaced.