

**Aviation Safety Investigation Report
199403560**

**Boeing Co
B767**

29 November 1994

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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 Executive Director 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.

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:	199403560	Occurrence Type:	Incident
Location:	Perth Airport		
State:	WA	Inv Category:	4
Date:	Tuesday 29 November 1994		
Time:	0915 hours	Time Zone	WST
Highest Injury Level:	None		
Aircraft Manufacturer:	Boeing Co		
Aircraft Model:	767-338ER		
Aircraft Registration:	VH-OGE	Serial Number:	24531
Type of Operation:	Air Transport	High Capacity International Passenger	
	Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Perth WA		
Departure Time:	0915 WST		
Destination:	Singapore		

Approved for Release: Friday, February 3, 1995

At the time of taxi out for a runway 03 take off ATIS Delta was current. This advised the surface wind was from 090 degrees, with a wind speed of 20 kts, gusting to 30 kts. The crew arrangements were that the first officer would fly the aircraft from the right hand seat.

Take off clearance was given to the aircraft and then the tower controller advised the crew that the crosswind was 22 kts. On the take off roll rotation was commenced as normal. However the captain sensed the rotation rate then increased and put the palms of his hands on the wheel to try and reduce the rotation.

A brief tail skid strike occurred during lift off. After take off the tail skid retracted normally. Crew radio discussion with maintenance staff followed and it was considered safe to continue with the flight.

Company policy was that first officers are subject to limitations on the strength of crosswind allowed for them to perform a take off. In the first year of operations the first officer was limited to 15 kts. The first officer flying the aircraft had been approved to take off with 20 kts of crosswind.

The captain reported that he had looked at the wind sock and assessed the wind strength and considered it did not exceed 20 kts at the time of take off. Following the incident it was not possible to determine whether the crosswind had exceeded 20 kts. However, senior company flight personnel considered that the tower report of 22 kts crosswind should have been used for the captains decision on who should have done the take off.

Significant Factors

The following factors were considered relevant to the development of the incident:

1. Significant crosswind component present during the take off.
 2. The captain probably made a judgement error in allowing the first officer to do the take off.
 3. An excessive rotation rate occurred during the take off.
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