



Australian Government

Australian Transport Safety Bureau

Collision with terrain involving de Havilland DH-82, VH-BJE

Redcliffe Airport, Queensland, 3 April 2016

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Postal address: PO Box 967, Civic Square ACT 2608
Office: 62 Northbourne Avenue Canberra, Australian Capital Territory 2601
Telephone: 1800 020 616, from overseas +61 2 6257 4150 (24 hours)
Accident and incident notification: 1800 011 034 (24 hours)
Facsimile: 02 6247 3117, from overseas +61 2 6247 3117
Email: atsbinfo@atsb.gov.au
Internet: www.atsb.gov.au

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Addendum

Page	Change	Date

Collision with terrain involving de Havilland DH-82, VH-BJE

What happened

On 3 April 2016, the pilot of a de Havilland DH-82 aeroplane, registered VH-BJE, conducted a 30-minute scenic flight from Redcliffe Airport, Queensland, with one passenger on board. The weather was fine, with wind was from the east-northeast at less than 8 kt, no precipitation, and the runway was dry.

On returning to Redcliffe, the pilot elected to join the circuit on a mid-field crosswind leg for runway 07. The pilot reported that the approach was normal.

As the aircraft landed, the pilot reported the tail was slightly higher than normal, but the aircraft's speed was normal. The aircraft wheels touched down at the pilot's aiming point, about half way along the grass strip to the right of the sealed runway. The pilot reported that the wheels seemed to dig in. The aircraft nose pitched down, the propeller struck the grass runway, and the aircraft rolled over forwards, coming to rest inverted (Figure 1).

The pilot and passenger were uninjured. The aircraft sustained substantial damage.

Figure 1: Accident site showing damage to VH-BJE



Source: Ron Ennis – modified by the ATSB

Pilot comments and experience

At the time of the accident, the pilot had a total of 259.3 hours of aeronautical experience, including 7.9 hours on the aircraft type. The pilot held tailwheel and aerobatic endorsements, obtained in an American Champion/Bellanca Citabria aircraft.

The pilot commented that the ground was a bit soft where the wheels had touched down, but that they had landed there twice previously that day without incident. In future, the pilot would land with a slightly higher nose attitude.

General details

Occurrence details

Date and time:	3 April 2016 – 1415 EST	
Occurrence category:	Accident	
Primary occurrence type:	Collision with terrain	
Location:	Redcliffe Airport, Queensland	
	Latitude: 27° 12.40' S	Longitude: 153° 04.07' E

Aircraft details

Manufacturer and model:	de Havilland Aircraft DH-82A	
Registration:	VH-BJE	
Serial number:	A17-97	
Type of operation:	Charter - Passenger	
Persons on board:	Crew – 1	Passengers – 1
Injuries:	Crew – 0	Passengers – 0
Aircraft damage:	Substantial	

About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to operations involving the travelling public.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.