

**Aviation Safety Investigation Report  
199003050**

**Piper PA32-300**

**01 March 1990**

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 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](http://www.atsb.gov.au).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199003050                      **Occurrence Type:** Accident  
**Location:** Snake Creek (16°42'S 141°12'E) QLD  
**Date:** 01 March 1990                              **Time:** 1345  
**Highest Injury Level:** Nil  
**Injuries:**

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

**Aircraft Details:** Piper PA32-300  
**Registration:** VH-PPK  
**Serial Number:** 32-40118  
**Operation Type:** Charter  
**Damage Level:** Substantial  
**Departure Point:** Snake Creek QLD  
**Departure Time:** 1345  
**Destination:** Cairns QLD

**Approved for Release:** 28th March 1990

**Circumstances:**

The aircraft was departing from an 1100 metre grass strip which contained some soft patches. The pilot reported that the aircraft became airborne after a takeoff roll of approximately three quarters of the strip length. He deliberately adopted a shallow climb angle to build up speed. Shortly after crossing the upwind end of the strip, the pilot felt the aircraft sink. The left main landing gear contacted the ground and was torn from its mount. The aircraft came to rest about 200 metres beyond the end of the strip. The pilot was familiar with the strip but this was his first flight into the strip in a PA-32 aircraft. Previous operations had been in an aircraft of significantly higher performance. Although the pilot had 73 flying hours on type, his only PA-32 experience in the previous seven years was two and one half hours in the 24 hours before the accident.