

**Aviation Safety Investigation Report
198602301**

Beech C23

10 January 1986

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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 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.

Occurrence Number: 198602301
Location: Moruya NSW
Date: 10 January 1986
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1000

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Beech C23
Registration: VH-ARF
Serial Number:
Operation Type: Private (Pleasure)
Damage Level: Substantial
Departure Point: Canberra ACT
Departure Time: 1000
Destination: Moruya NSW

Approved for Release: April 7th 1986

Circumstances:

After a normal approach, the pilot was surprised when the aircraft bounced on initial touchdown. A second bounce occurred, during which the pilot applied power to cushion the next touchdown. The power application seemed to have little effect and the nosewheel and propeller struck the ground heavily. The aircraft then ran off the side of the runway and collided with a fence. The pilot had been given a check flight on the aircraft two days previously. During this check, he was advised to use less flap for landing than that specified in the Flight Manual. At the time of the accident, the aircraft was being operated in excess of the maximum permitted all-up-weight. The pilot advised that he had not carried out a weight and balance calculation because the hiring organisation had assured him that the aircraft could be operated with full fuel tanks and four persons on board. Following the bounced landing the pilot had not initiated a go around and directional control had been lost after the nosegear suffered damage on heavy contact with the runway.