

**Aviation Safety Investigation Report
198701443**

Beechcraft V35B-MK2 (Bonanza)

12 September 1987

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO 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.

Occurrence Number: 198701443

Occurrence Type: Accident

Location: 3 km NW of Mitta Mitta VIC

Date: 12 September 1987

Time: 930

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Beechcraft V35B-MK2
(Bonanza)

Registration:

Serial Number: D-9132

Operation Type: Private (Pleasure)

Damage Level: Substantial

Departure Point: Albury NSW

Departure Time: 0930

Destination: Mitta Mitta VIC

Approved for Release: November 2nd 1987

Circumstances:

Upon arrival at Mitta Mitta the pilot performed a touch and go on the 1000 metre long gravel strip, before approaching for the full-stop landing. After touchdown, the aircraft veered to the right but was repositioned on the centreline within a short distance. However, it again veered to the right and departed the hard packed gravel surface of the strip and entered an area of long, damp grass. The pilot was unable to control the direction of travel and the aircraft encountered a drainage ditch, an earth mound and a fence before coming to rest with its noseleg collapsed. No fault was found with the aircraft systems that may have contributed to the accident. The pilot had not flown the aircraft for 18 months and it is probable that the veer was caused by differential braking in combination with the damp, slippery grass on the sides of the strip. Weather conditions were fine and calm and were not considered a factor.