

Aviation Safety Investigation Report 199101019

Mooney M20-J

10 January 1991

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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: 199101019 Occurrence Type: Accident

Location: Porepunkah VIC

Date: 10 January 1991 **Time:** 1415

Highest Injury Level: Minor

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	1	0
Total	0	0	1	2

Aircraft Details: Mooney M20-J Registration: VH-BWH Serial Number: 24-1009 Operation Type: Private Damage Level: Substantial Departure Point: Canberra ACT

Departure Time: 1240

Destination: Porepunkah VIC

Approved for Release: 15th October 1991

Circumstances:

Neither pilot had landed at Porepunkah before. They obtained details of the strip which was at an elevation of 935 ft and had an average downslope of 1.25 percent to the north. There were trees just beyond the southern end of the strip. Because of the trees the landing distance available to the north was 740 m whereas to the south 840 m were available. Accordingly, it was recommended to land to the south in light northerly wind conditions. On arrival over the strip the pilot noted the wind was a light northerly. He therefore elected to land to the south. On the first approach the pilot found he was too high on final and made a go-around. A second approach was made with full flap selected. After touchdown the aircraft floated and touched down again three or four times. By this stage the aircraft was some two thirds of the way along the strip and power was applied for go-around. The aircraft swung 30 degrees left with the left wing low. Alarmed because he thought the left wing would hit the ground, the pilot closed the throttle. After touching down firmly, the aircraft ran off the side of the strip, went through two fences, then over a road, finally colliding with a tree before coming to a stop.

Significant Factors:

The following factors were considered relevant to the development of the accident

- 1. The pilot was inexperienced in landing on sloping strips and in downwind conditions.
- 2. The pilot did not initiate a timely go-around when the aircraft continued to bounce along the strip.
- 3. The pilot lost directional control on the attempted go-around.