

**Aviation Safety Investigation Report  
198600142**

**Beech A23-24**

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

**Occurrence Number:** 198600142  
**Location:** Cunderdin WA  
**Date:** 9 July 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** N/A

	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:** Beech A23-24  
**Registration:** VH-TYY  
**Serial Number:**  
**Operation Type:** Aerial Work (Solo Training)  
**Damage Level:** Substantial  
**Departure Point:** Cunderdin WA  
**Departure Time:** N/A  
**Destination:** Jandakot WA

**Approved for Release:** May 13th 1987

**Circumstances:**

The pilot was conducting the second leg of his first solo cross-country exercise. He subsequently reported that during the takeoff the aircraft failed to become airborne when expected. Power was reduced in order to abandon the attempt, but the aircraft then momentarily became airborne. The pilot applied forward pressure to the control column to place the aircraft back onto the ground, but a heavy touchdown occurred. The nosegear collapsed and the aircraft slid for 183 metres before coming to a stop. After vacating the aircraft, the pilot realised that he had attempted to takeoff with a downwind component of about 10 to 15 knots. The pilot stated that he had not considered the wind direction prior to the takeoff attempt due to his feeling of elation after successfully completing the first leg of his first solo navex. The runway assumes a downslope past the intersection and the pilot misidentified the gable markers near the runway intersection as delineating the end of the strip. From the position at which the aircraft came to rest there were 917 metres remaining of the 1900 metre strip.