

**Aviation Safety Investigation Report
198900006**

Mooney M20J

26 April 1989

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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: 198900006
Location: Port Macquarie NSW
Date: 26 April 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident
Time: 1900

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

Aircraft Details: Mooney M20J
Registration: VH-KSX
Serial Number: 24-1483
Operation Type: Private
Damage Level: Substantial
Departure Point: Port Macquarie NSW
Departure Time: N/A
Destination: Bankstown NSW

Approved for Release: 23rd January 1990

Circumstances:

A night take-off was initiated from runway 21. The runway was wet, with patches of standing water on the surface. Light rain was falling, with a south-easterly surface wind of 10 to 15 knots. The crosswind component was close to the maximum specified for this type of aircraft. Just prior to reaching rotation airspeed the left mainwheel apparently entered a pool of standing water, and the pilot reported that at the same time the aircraft was subjected to a strong wind gust. The aircraft swung to the left and the pilot was unable to maintain directional control. The pilot thought that the aircraft may have commenced to aquaplane and he closed the throttle immediately. There was no attempt made to apply brakes. The aircraft departed the runway to the left, crossed the grass flight strip and continued for approximately 85 metres, before colliding with a levee bank and coming to rest in a drainage ditch. No evidence of aquaplaning was subsequently found. This accident was not the subject of an on-scene investigation.

Significant Factors:

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

1. Patches of standing water on the runway which were not visible to the pilot.
2. Loss of directional control following penetration of standing water and/or sudden wind gust.
3. The pilot did not apply braking in an attempt to slow the aircraft prior to the collision with a ditch.