

**Aviation Safety Investigation Report  
199003094**

**Beech 58**

**23 August 1990**

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

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 199003094 **Occurrence Type:** Accident  
**Location:** Melrose, 75 km ENE of Isisford QLD  
**Date:** 23 August 1990 **Time:** 1808  
**Highest Injury Level:** Nil  
**Injuries:**

	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 58  
**Registration:** VH-JCY  
**Serial Number:** TH-1295  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Haddon Rig NSW  
**Departure Time:** N/K  
**Destination:** Isis Downs, 18 km E of  
 Isisford QLD

**Approved for Release:** 30th October 1990

**Circumstances:**

The pilot arrived in the area of his destination about sunset but was unable to locate the station airstrip. After a short search he found another strip with some buildings nearby and decided to land to ascertain his location. An aerial inspection of the strip was completed. However, the pilot reports that when the aircraft was on final approach he noticed that what he had assumed was low scrub near the threshold was in fact 10 metres high trees. He adjusted the approach and touched down further down the strip than had been planned. The strip surface was loose and maximum braking could not be applied. The aircraft overran the strip and collided with rocks and a dirt bank which resulted in the left main and nose landing gear legs collapsing. The strip was approximately 800 metres in length.