

**Aviation Safety Investigation Report  
199101021**

**Gulfstream AA5A**

**19 January 1991**

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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:** 199101021

**Location:** Apollo Bay VIC

**Time:** 1015

## Injuries:

Crew	0	0	1	1
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Ground	0	0	0	-
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Passenger	0	0	0	0
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<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
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**Registration:** VH-IGK

**Operation Type:** Private

**Damage Level:** Substantial

**Departure Point:** Bendigo VIC

**Departure Time: 905**

**Destination:** Apollo Bay VIC

**Circumstances:**

The pilot had landed at the 800 metre long strip previously. The strip had an uphill slope to the west. When he arrived in the circuit area the pilot said the windsock indicated a 10 - 12 knot easterly and he noted another aircraft landing into the west. Taking into consideration the landing direction of the other aircraft and the uphill slope, the pilot decided to land into the west. The aircraft touched down about half way along the strip. The pilot considered that the aircraft would not stop in the remaining distance so he applied full power to go around. The aircraft just cleared a fence at the end of the strip but then descended and struck a second fence about 190 metres further on. It then veered left and eventually came to a stop some 400 metres beyond the end of the strip.