

**Aviation Safety Investigation Report
199601477**

**Mooney Aircraft Corp
Mooney**

08 May 1996

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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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199601477 **Occurrence Type:** Accident
Location: Griffith, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 08 May 1996
Time: 1810 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Mooney Aircraft Corp
Aircraft Model: M20J
Aircraft Registration: VH-KLY **Serial Number:** 24-1026
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Dubbo NSW
Departure Time:
Destination: Griffith NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command		24.4	127

Approved for Release: Thursday, May 30, 1996

The flight was planned from Maroochydore to Griffith with a refuelling stop at Nyngan. On arrival at Nyngan the refuelling agent could not be contacted so the pilot diverted to Dubbo to refuel. Prior to departure from Dubbo, the pilot estimated that he would arrive at Griffith at last light. He was not night VFR rated. The aircraft ultimately arrived at Griffith at about last light. Conditions were dark and runway lights were required for landing. The pilot made several circuits of the aerodrome while he attempted to turn on the pilot activated aerodrome lighting (PAL) system.

The pilot reported that he made two attempts to turn on the PAL but without success. He then made an attempt to land without the aid of runway lighting. After touchdown he realised he had landed well beyond the threshold and would not be able to stop by the end of the runway. He applied power and attempted to go around but the aircraft stalled and hit the ground in a left wing low attitude after which it cartwheeled to a stop. Although the aircraft was substantially damaged and there was still a significant amount of fuel in the tanks, there was no post impact fire.