

**Aviation Safety Investigation Report
199604007**

**Mooney Aircraft Corp
Mooney**

06 December 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: 199604007 **Occurrence Type:** Accident
Location: 59km WSW Wondai, (ALA)
State: QLD **Inv Category:** 4
Date: Friday 06 December 1996
Time: 1840 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Mooney Aircraft Corp
Aircraft Model: M20J
Aircraft Registration: VH-JDU **Serial Number:** 24-1680
Type of Operation: Non-commercial Business
Damage to Aircraft: Substantial
Departure Point: Longreach QLD
Departure Time: 1553 EST
Destination: Maroochydore QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	1219.0	2460

Approved for Release: Wednesday, January 15, 1997

The pilot reported that the aircraft was cruising at 7000 feet, when he heard a loud bang accompanied by severe vibration. He immediately transmitted a "Mayday". During a subsequent orbit, clear of cloud, the pilot saw a paddock with a likely landing strip. The throttle was closed and a glide approach commenced.

During the descent, the pilot noticed that the strip was obstructed with irrigation pipes. He then decided that the only viable alternative for a forced landing was on a nearby road. Vehicles were observed (headlights were on) travelling in the same direction and groups were widely spaced. During the landing roll (which was subsequently found to be downwind) the left wing struck a road speed sign at about 60 kts IAS. The aircraft then slewed left off the road into a fence.

The pilot activated an Emergency Locator Transmitter which was fixed in the empennage. The transmissions were heard by the pilot of an overflying aircraft and reported to Brisbane Air Traffic Control.

The pilot later reported that the loss of power was due to a sudden failure of the No 3 cylinder barrel, occurring at the barrel to cylinder head shrink line.