

**Aviation Safety Investigation Report  
199500820**

**Mooney Aircraft Corp  
Mooney**

**21 March 1995**

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 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](http://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:** 199500820      **Occurrence Type:** Accident  
**Location:** Dwellingup Airport  
**State:** WA      **Inv Category:** 4  
**Date:** Tuesday 21 March 1995  
**Time:** 1100 hours      **Time Zone** WST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Mooney Aircraft Corp  
**Aircraft Model:** M20J  
**Aircraft Registration:** VH-UDQ      **Serial Number:** 24-0588  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Jandakot WA  
**Departure Time:** 1000 WST  
**Destination:** Dwellingup WA

**Crew Details:**

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Commercial	73.0	228

**Approved for Release:** Tuesday, May 30, 1995

The pilot reported that during the approach the airspeed was too high. He decided not to go around as the tall trees surrounding the strip made it look restricted. He flew the aircraft straight and level to wash off airspeed and felt he could still land and stop before the end of the runway.

On touchdown the aircraft ballooned. The pilot recovered to fly the aircraft parallel to the runway but did not add power, to overcome the ballooning effect, as he felt he would run short of runway. On the second touchdown the aircraft bounced and on the third touchdown the nosewheel collapsed. The aircraft skidded to a halt towards the left side of the runway.

The accident sequence was typical of other accidents where the runway perspective appears different to that previously experienced by the pilot. The perspective can be altered by a narrower than usual runway for its length and/or by the surrounding terrain or foliage.