

**Aviation Safety Investigation Report  
198400013**

**Mooney 20 J**

**14 March 1984**

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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:** 198400013 **Occurrence Type:** Accident

**Location:** Great Keppel Island QLD

**Date:** 14 March 1984 **Time:** N/A

**Highest Injury Level:** Minor

**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

**Aircraft Details:** Mooney 20 J

**Registration:** VH-MIY

**Serial Number:**

**Operation Type:** Travel

**Damage Level:** Substantial

**Departure Point:** Great Keppel Island QLD

**Departure Time:** N/A

**Destination:** Rosewood Island QLD

**Approved for Release:** 4th October, 1984

**Circumstances:**

Shortly after take-off, the pilot heard a loud noise and noticed that the luggage locker door was open. A 180 degree turn was carried out for an approach to land. As the aircraft approached the end of the runway the right wing struck the strip and the aircraft slid sideways along the runway. The nose and left landing gear legs collapsed before the aircraft came to rest. On short final, mechanical turbulence had been encountered and a high rate of descent had developed. Although some action to correct this rate of descent was taken, the pilot was unable to avoid a hard landing. No fault could subsequently be found with the luggage door securing mechanism.