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COMMONWEALTH OF AUSTRALIA
BUREAU OF AIR SAFETY INVESTIGATION
AIRCRAFT ACCIDENT REPORT

The Director of the Bureau of Air Safety Investigation authorised the investigation of this accident and the publication of this report pursuant to his delegated powers conferred by Air Navigation Regulations 278 and 283 respectively. Readers are advised that the Bureau investigates for the sole purpose of enhancing aviation safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purpose.

REFERENCE NUMBER: **9251035**

AIRCRAFT TYPE: **Beechcraft Baron B58**

REGISTRATION: **VH-HSZ**

SERIAL NUMBER: **TH 777**

NOMINATED / APPARENT CLASS OF OPERATION: **Private VFR**

DEGREE OF DAMAGE TO AIRCRAFT: **Destroyed**

LOCATION OF ACCIDENT: **Geraldton WA**

DATE: **25 August 1992**

TIME (local): **0806 WST**

DEPARTURE POINT: **Denham WA**

DEPARTURE TIME (local): **0645 (approx)**

DESTINATION: **Geraldton WA**

CREW	CLASS OF LICENCE	HOURS ON TYPE	HOURS TOTAL	DEGREE OF INJURY
Pilot in command	Commercial	7	333	Fatal

OTHER PERSONS INVOLVED:

ROLE:	DEGREE OF INJURY
Five Passengers	Fatal

270 504

CIRCUMSTANCES

The aircraft departed Denham for travel to Perth via a refuelling stop at Geraldton.

At about 0806 hours the aircraft crashed approximately 770 metres, bearing 347°M from the threshold of runway 21 at Geraldton, apparently out of control and with the stall warning audible throughout the final radio transmission.

Investigation indicated that both engines had stopped prior to impact due to fuel exhaustion. There were no indications of fuel leaks, and an analysis of times flown by the aircraft preceding the crash revealed that the available fuel should have been exhausted at about the time the engines were reported to have stopped. Fuel was available at Denham but, for unknown reasons, was not utilised by the pilot.

The pilot did not lodge a flight plan with the Civil Aviation Authority nor was any evidence found in the wreckage to indicate that the pilot had used a flight plan or fuel log enroute.

No conclusive determination for the loss of control of the aircraft was reached, however, the proximity to the threshold of runway 21 and the configuration of the aircraft with the wheels down, suggests that the pilot may have been attempting to turn towards that runway for a glide approach and landing.

SIGNIFICANT FACTORS

The following factors were considered relevant to the development of the accident:

1. The aircraft departed Denham with insufficient fuel for the flight to Geraldton.
2. The pilot was apparently unaware that the fuel state was inadequate and did not refuel at Denham.
3. Both engines stopped due to fuel exhaustion.
4. Control of the aircraft was lost at a height which did not allow the pilot to recover.

Bureau of Air Safety Investigation, Canberra
5 March 1993