

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/711/1036

1. LOCATION OF OCCURRENCE

Surfers Paradise Gardens, Queensland	Height a.m.s.l. (ft) 7 feet	Date 23.11.71	Time (Local) 1645	Zone ESuT
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2. THE AIRCRAFT

Make and Model Beech 95-B55 Baron	Registration VH-PEC	Certificate of Airworthiness	Valid from 28.8.68	Valid to 27.8.77
Registered Owner Lazonby Pty. Ltd., c/- Spry Walker & Co., 339 Collins Street, Melbourne, Victoria	Operator John M. Elsing, 136 Booran Road, Caulfield, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

3. THE FLIGHT

Last or intended departure point Surfers Paradise Gardens	Time of departure 1645	Next point of intended landing Coolangatta	Purpose of flight Travel	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Marian ELSING	Pilot	53	Private	17	655	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. RELEVANT EVENTS

A take-off was commenced towards the south-east on a heavily grassed strip of adequate length with a crosswind from the north east at 10 to 20 knots. The pilot, who had not calculated the required take-off distance from the chart in the flight manual, was not confident that the aircraft would clear a power line and trees located on the take-off climb path so he abandoned the take-off and allowed the aircraft to roll to the south-east end of the strip. He considered a take-off from this end but decided against it and taxied back to the other end from where take-off was commenced after lining up and applying full power before releasing the brakes. The pilot had already decided to raise the undercarriage as soon as the aircraft became airborne and this procedure was followed. Immediately following the "UP" selection the aircraft yawed to the left and port wing dipped towards the ground. The pilot applied positive aileron correction but because the aircraft was just above the ground, with the undercarriage retracting, the starboard propeller struck the ground. The aircraft lurched onto the left propeller and then settled in a level attitude and slid to a halt. The pilot vacated quickly and there was no fire.

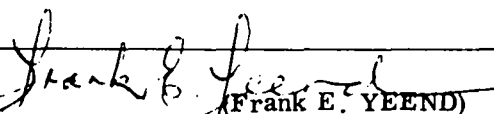
During investigation on the following day it was noted that the fuel supply controls were selected to the main tanks, both of which were found to be empty although the two auxiliary tanks were almost full. The fuel in the starboard main tank had drained through damaged sump drain valves as a result of the accident, but no reason could be found for the lack of fuel in the port main tank which, on the basis of records of the last refuelling and the subsequent flight time of the aircraft, should have contained about 12 gallons.

It has not been possible to establish why the aircraft yawed after becoming airborne and the possibility that there was an interruption to the power from one engine cannot be completely eliminated. Nevertheless, propeller cut marks along the strip indicate that both engines were operating at similar revolutions per minute and that engine speed was consistent with take off power settings.

OPINION AS TO CAUSE

The cause of the accident was that the pilot did not establish the aircraft in a positive climb before retracting the undercarriage.

Report released


(Frank E. YEEND)Designation
Assistant Director-General
(Air Safety Investigation)Date
17.1.74.