

**Aviation Safety Investigation Report
198400055**

Beech 77

18 December 1984

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 CEO of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the CEO of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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.

Occurrence Number: 198400055
Location: Archerfield, QLD.
Date: 18 December 1984
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1436

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Beech 77
Registration: VH-HBI
Serial Number:
Operation Type: Dual Instruction
Damage Level: Substantial
Departure Point: Archerfield QLD
Departure Time: 1436
Destination: Archerfield QLD

Approved for Release: 26th March, 1985

Circumstances:

The aircraft was being taxied across another runway towards a taxiway. Approaching the edge of the flight strip, the instructor noticed a 20 centimetre deep spoon drain in the path of the aircraft. He took control and attempted to avoid the drain but the nosewheel entered the drain and broke off. The presence of the drain was indicated on a diagram of hazardous taxiing areas available to pilots but the area was not marked by cones. The aerodrome was being used, for taxiing purposes, as an all-over field, contrary to approved procedures. The pilot saw the drain obstruction, which was situated just outside the flight strip, too late to take effective avoiding action.