

**Aviation Safety Investigation Report
198902590**

Beechcraft B76

15 December 1989

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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.

Occurrence Number: 198902590

Occurrence Type: Accident

Location: Port Macquarie NSW

Date: 15 December 1989

Time: 1630

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Beechcraft B76

Registration: VH-HZG

Serial Number: ME-151

Operation Type: Charter

Damage Level: Substantial

Departure Point: Port Macquarie NSW

Departure Time: N/A

Destination: Maitland NSW

Approved for Release: 3rd January 1990

Circumstances:

The aircraft was about to be flown to Maitland as part of a multi-stage charter flight. After boarding, the pilot attempted to start the left engine but the starter was apparently not engaging the ring gear. He started the right engine and again unsuccessfully tried to start the left engine. The pilot said that he then left the aircraft, with the right engine running, and attempted to move the left propeller to enable the starter to engage. As he turned the propeller the engine fired and commenced to run, the propeller grazing his right hand. The aircraft started to move forward, although the parking brake was reported to have been on. The pilot said he tried to board the aircraft but was unable to prevent it continuing ahead about six metres into a wooden fence. Substantial damage was sustained to the left wing, left propeller and nose cone. The three passengers on board were not injured. The front seat passenger had no aviation knowledge and is not believed to have contributed in any way to the accident. The pilot said he subsequently found the left engine magneto switches had been on when he moved the propeller.

Significant Factors:

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

1. An apparent malfunction of left engine starting system.
2. The pilot left the aircraft unattended while one was engine running.
3. The pilot exercised poor judgement during his attempt to start the other engine.