

**Aviation Safety Investigation Report
199701758**

**Swearingen Aviation Corp
Metro 2**

30 May 1997

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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 Executive Director 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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199701758 **Occurrence Type:** Incident
Location: Brisbane, Aerodrome
State: QLD **Inv Category:** 4
Date: Friday 30 May 1997
Time: 0252 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Swearingen Aviation Corp
Aircraft Model: SA226-TC
Aircraft Registration: VH-UZQ **Serial Number:** TC-259
Type of Operation: Charter Cargo
Damage to Aircraft: Nil
Departure Point: Brisbane QLD
Departure Time:
Destination: Sydney NSW

Approved for Release: Friday, June 20, 1997

sequence of events

At 0252 EST, the pilot of VH-UZQ informed the tower that he had aborted the takeoff and that he was returning the aircraft to the hangar. He then requested cancellation of his flight plan. Approximately one hour later, the pilot telephoned the tower and indicated that a runway light may have been damaged. The safety officer inspected the runway and reported no apparent damage. At about 11 am EST that morning, personnel from the company which operate the aircraft telephoned the tower and reported damage to the aircraft indicative of it having run off the runway and impacted with ground equipment. A second inspection of the runway revealed significant impact damage to two sets of T- Vasis boxes.

The pilot later reported that soon after he had advanced the power levers for takeoff, he realised that one propeller was probably still on the start locks. He immediately brought the power levers back and while the aircraft was still rolling, he pulled the left power lever into reverse in an attempt to remove that propeller off the locks. The aircraft then departed the runway to the left. The aircraft sustained minor damage to one engine and propeller.

The on-site investigation confirmed that the aircraft departed the runway to the left approximately 150 metres into the takeoff roll. The wheel tracks indicate the right propeller struck the first T- Vasis box soon after the aircraft entered the flight strip. The aircraft then passed over a taxiway before re-entering the main runway. The second T- Vasis was struck either by the main landing gear or right propeller as the aircraft was turning right to re-enter the runway. The pilot who was the sole occupant, was not injured and the aircraft was taxied to the company facilities without further incident.