

**Aviation Safety Investigation Report
199703748**

**Beech Aircraft Corp
Bonanza**

07 November 1997

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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: 199703748 **Occurrence Type:** Accident
Location: Moorabbin, Aerodrome
State: VIC **Inv Category:** 4
Date: Friday 07 November 1997
Time: 1130 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: A36
Aircraft Registration: VH-EUM **Serial Number:** E-255
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Moorabbin Vic.
Departure Time:
Destination:

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	500.0	4650

Approved for Release: Wednesday, November 26, 1997

The instructor was conducting a dual check on a licensed pilot in a Bonanza which did not have dual brakes. The pilot under check started the engine and was about to taxi when he inadvertently applied a large amount of power which made the aircraft lurch forward. The instructor immediately told him to apply brakes but the pilot was startled and expected the instructor to apply brakes. The instructor then tried to shutdown the engine by closing the throttle and selecting mixture to idle cut off but he was momentarily hampered by the student's hand still on the throttle. The instructor simultaneously tried to steer the Bonanza to the left between parked aircraft but was unsuccessful. The Bonanza struck the front of a Cessna 172 parked almost opposite about 15 m away. The Bonanza's propeller was almost stopped when it slashed the leading edge of the Cessna's right wing. The Bonanza's right wing also struck the Cessna's lower left engine cowl below its propeller.

The pilot being checked on the Bonanza advised that he had never been in a Bonanza before and that the instructor's preflight briefing was mostly concerned with the performance of the Bonanza. He found that the Bonanza layout was very different to the Cessna 172 and the Piper PA28s which he had been flying recently. At the time of the accident the student was unaware that the instructor did not have brakes and he was not expecting the large power response from the throttle setting selected.