

**Aviation Safety Investigation Report  
199600059**

**Beech Aircraft Corp  
Baron**

**09 January 1996**

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 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](http://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:** 199600059                      **Occurrence Type:** Accident  
**Location:** Caloundra, (ALA)  
**State:** QLD    **Inv Category:** 4  
**Date:** Tuesday 09 January 1996  
**Time:** 1550 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** 58  
**Aircraft Registration:** VH-FMR                      **Serial Number:** TH-24  
**Type of Operation:** Instructional Dual  
**Damage to Aircraft:** Substantial  
**Departure Point:** Caloundra QLD  
**Departure Time:** 1451 EST  
**Destination:** Caloundra QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	300.0	5000

**Approved for Release:** Wednesday, April 3, 1996

The instructor pilot reported that IFR recency training was being conducted with an experienced airline pilot. During a circling approach in the Caloundra circling area following an instrument approach at Maroochydore, the heavy workload generated by the procedures and additional IFR traffic in the area distracted both pilots, and resulted in failure to lower the gear before landing.