

**Aviation Safety Investigation Report  
199600993**

**Beech Aircraft Corp  
Baron**

**28 March 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:** 199600993                      **Occurrence Type:** Accident  
**Location:** 87km N Karumba, Aerodrome  
**State:** QLD                      **Inv Category:** 4  
**Date:** Thursday 28 March 1996  
**Time:** 1720 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** E55  
**Aircraft Registration:** VH-XSM                      **Serial Number:** TE-804  
**Type of Operation:** Charter      Cargo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Snake Creek QLD  
**Departure Time:**  
**Destination:** Croydon QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	1023.0	6800

**Approved for Release:** Wednesday, October 9, 1996

The pilot reported that the aircraft was departing empty from the Snake Creek Fish Farm after delivering a load of freight. The main fuel tanks were 3/4 full and the auxiliary tanks were full.

After the aircraft speed had passed Vmca and the aircraft was becoming airborne, the right engine failed. The pilot closed the throttles, selected the right propeller to feather, landed the aircraft and commenced braking. He assessed that insufficient runway remained for a successful stop so he initiated a ground loop to the left. Just before the aircraft stopped, the nose leg struck a mound of earth that had been hidden in the grass. This caused the nose gear leg to collapse and both propellers were damaged.

No reason for the engine failure could be established. The grass on the airstrip was long. This may have resulted in lower acceleration performance than the pilot had anticipated.