

**Aviation Safety Investigation Report
199502947**

**Beech Aircraft Corp
Super King Air**

08 September 1995

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199502947 **Occurrence Type:** Incident
Location: Winton, Aerodrome
State: QLD **Inv Category:** 4
Date: Friday 08 September 1995
Time: 1545 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 200
Aircraft Registration: VH-XRF **Serial Number:** BB-165
Type of Operation: Air Transport Domestic Low Capacity Passenger
Damage to Aircraft: Minor
Departure Point: Winton
Departure Time: 1541 EST
Destination: Townsville

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	4000.0	13000

Approved for Release: Friday, June 7, 1996

After takeoff at approximately 150 ft above ground level, smoke began to enter the cabin. This was immediately followed by a popping sound and the right engine failed. The pilot shut down the engine, made a Mayday call, and landed the aircraft safely on the departure runway.

Later examination of the engine found that the compressor section had moved rearward and seized. Initial inspection suggests a failure of a compressor bearing support. The engine was later removed and forwarded to the manufacturers overhaul facility in the United States of America.