

**Aviation Safety Investigation Report
199504025**

**Beech Aircraft Corp
Debonair**

04 November 1995

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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: 199504025 **Occurrence Type:** Accident
Location: Caloundra, (ALA)
State: QLD **Inv Category:** 4
Date: Saturday 04 November 1995
Time: 1115 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 35-B33
Aircraft Registration: VH-UPR **Serial Number:** CD-615
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Coolangatta QLD
Departure Time:
Destination: Caloundra QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	1.8	136

Approved for Release: Monday, August 26, 1996

The pilot flew the aircraft with an instructor on the day before the accident flight. The instructor said that the pilot had not flown recently, and the pilot had not previously flown a Beechcraft Debonair. The next day the pilot proceeded to Caloundra with two passengers as planned. Witnesses at Caloundra airport saw the aircraft approaching to land. The aircraft was very high over the runway, and when it was obvious a landing could not be accomplished, the pilot carried out a go-around. The aircraft was seen making a second approach which was also very high, but not as high as the first. The pilot continued the approach, and the aircraft was seen to flare high and fast. The aircraft then landed nosewheel first and "wheelbarrowed" along the runway. The witnesses said it appeared that the engine had not been throttled back, as the aircraft did not slow down until it ran off the end of the runway into soft ground causing the nosegear to collapse.

The pilot was contacted and said that he had submitted a report, however, no report has been received. A check with the operator and the insurance loss assessor revealed that they had not received a report.

