

**Aviation Safety Investigation Report
199400245**

**Beech Aircraft Corp
Musketeer**

02 February 1994

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.

Occurrence Number: 199400245 **Occurrence Type:** Accident
Location: 40km W Southern Cross
State: WA **Inv Category:** 4
Date: Wednesday 02 February 1994
Time: 0540 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: A23-24
Aircraft Registration: VH-ILB **Serial Number:** MA-288
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: 40km W Southern Cross WA
Departure Time: 0540 WST
Destination: 40km W Southern Cross WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	70.0	140

Approved for Release: Thursday, August 10, 1995

The pilot reported that shortly after takeoff, at approximately fifteen feet above ground level, the aircraft yawed to the right and collided with some low scrub. The aircraft came to a stop clear of the right hand side of the strip. It was also reported that the strip met all requirements and that there were no apparent control malfunctions.

The reason for the loss of control was not determined.

