

**Aviation Safety Investigation Report  
199401741**

**Beech Aircraft Corp  
Baron  
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Baron**

**04 July 1994**

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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:** 199401741                      **Occurrence Type:** Accident  
**Location:** Bankstown  
**State:** NSW    **Inv Category:** 4  
**Date:** Monday 04 July 1994  
**Time:** 0625 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** D55  
**Aircraft Registration:** VH-CLA                      **Serial Number:** TE-461  
**Type of Operation:** Charter      Cargo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:**  
**Destination:** Bathurst NSW

**Crew Details:**

| <u>Role</u>      | <u>Class of Licence</u> | <u>Hours on</u> |                    |
|------------------|-------------------------|-----------------|--------------------|
|                  |                         | <u>Type</u>     | <u>Hours Total</u> |
| Pilot-In-Command | ATPL 1st Class          | 450.0           | 5514               |

**Aircraft Manufacturer:** Beech Aircraft Corp  
**Aircraft Model:** D55  
**Aircraft Registration:** VH-ILS                      **Serial Number:** TE-751  
**Type of Operation:** Charter      Cargo  
**Damage to Aircraft:** Substantial  
**Departure Point:** Bankstown NSW  
**Departure Time:**  
**Destination:** Cowra NSW

**Crew Details:**

| <u>Role</u>      | <u>Class of Licence</u> | <u>Hours on</u> |                    |
|------------------|-------------------------|-----------------|--------------------|
|                  |                         | <u>Type</u>     | <u>Hours Total</u> |
| Pilot-In-Command | ATPL 1st Class          | 1800.0          | 3500               |

**Approved for Release:** Friday, August 26, 1994

Whilst taxiing for departure, the pilot of VH-CLA noticed that the left brake was becoming progressively less effective. He attempted to slow the aircraft by closing the throttles and using the right brake with full left rudder application. However, this proved ineffective. As directional control was becoming difficult the pilot elected to turn the aircraft to the right onto the grassed area beside the taxiway. He applied right brake but the aircraft turned rapidly through about 165 degrees and collided with VH-ILS which was following behind.

The pilot of VH-ILS reported he had lost sight of VH-CLA immediately prior to the collision due to condensation on the inside surface of the windscreen, and from watching another nearby aircraft.

Investigation later determined that the left brake piston seal was in poor condition and leaking, and the master cylinder was almost empty. There was an outstanding entry on the Maintenance Release to bleed the right brake.

