

1. LOCATION OF OCCURRENCE

Inverell North Aerodrome, New South Wales.	Height a.m.s.l. (ft) 2250 feet	Date 25.7.70	Time (Local) 1230	Zone EST
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2. THE AIRCRAFT

Make and Model Beech 35/C33 Debonair	Registration VH-DDB	Certificate of Airworthiness	Valid from 15.9.67	Valid to 14.9.76
Registered Owner Derna Holdings Pty. Ltd., 7 May Street, Inverell, New South Wales.	Operator Derna Holdings Pty. Ltd., 7 May Street, Inverell, New South Wales.	Degree of damage to aircraft Substantial		
Defects discovered Parking brake not holding correctly.		Other property damaged Fence		

3. THE FLIGHT

Last or intended departure point Inverell North	Time of departure 1230	Next point of intended landing Inverell North	Purpose of flight Test Flight	Class of operation Private
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
John Joseph MURRAY	Pilot	34	Commercial	38	1557	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury

6. CONTRAVENTIONS OF REGULATIONS AND ORDERS

Regulation or Order No.	Nature of contravention

7. RELEVANT EVENTS

The pilot completed the refuelling of the aircraft and pushed it back to a position approximately half way across the 100 feet wide apron. He applied the parking brake, carried out a pre-flight check and commenced the starting up procedure. He made two unsuccessful attempts to start the engine and then adopted the flooded start technique by setting the throttle to 3/4 open and the mixture control to "Idle Cut Off". When the engine fired on this attempt the pilot moved the mixture control to "Rich" but then found that he was unable to close the throttle, which had apparently jammed. The aircraft moved forward under high power, overcoming the parking brake, which was weak. Before the pilot was able to move his feet from their position on the floor and place them on the brake pedals, or take any of the other courses of action which were indicated, the aircraft had travelled forward some 60 feet to a position at which it struck a heavy wooden post and a steel stake on the fence line of the apron. Examination of the throttle control assembly did not disclose any defect which would have accounted for the inability of the pilot to control the engine power output, however, misuse of the throttle locking button could have led to a situation in which the throttle control jammed.

OPINION AS TO CAUSE

The probable cause of the accident was that the pilot was not sufficiently alert to the possibility of development of an emergency situation during engine starting.

Report approved <i>D. S. Graham</i> (D. S. GRAHAM)	Designation Assistant Director-General (Air Safety Investigation)	Date 23.8.71
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