

**Aviation Safety Investigation Report
199301892**

**Beech Aircraft Corp
Travel Air**

28 June 1993

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.

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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: 199301892 **Occurrence Type:** Incident
Location: 50km SSE Cairns
State: QLD **Inv Category:** 4
Date: Monday 28 June 1993
Time: 0605 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 95-B55
Aircraft Registration: VH-BKA **Serial Number:** TC-1266
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Townsville QLD
Departure Time:
Destination: Cairns Qld

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type Hours Total</u>
Pilot-In-Command	Private	800

Approved for Release: Saturday, October 30, 1993

The pilot was on the last leg of his first trip to Cairns. He was cleared by Cairns Approach to descend to 3000 ft, not below the DME (Distance Measuring Equipment) steps. Subsequently the Approach Controller observed, on the radar, that the aircraft had descended to 6000 ft at 27 DME. The minimum altitude when conducting a DME Arrival at this distance is 6500 ft. The aircraft was instructed to climb to 6500 ft and the flight continued normally to Cairns.

The pilot advised that he was not expecting to be given a DME Arrival and had not checked the procedure prior to the flight. However, he checked the procedure when cleared by Cairns and had his wife hold the approach plate for him. About that time his son became ill and his wife dropped the plate. By the time he had recovered the situation the aircraft had been allowed to descend below the profile. The aircraft was in cloud at the time and the pilot reported that it was turbulent.