

**Aviation Safety Investigation Report  
198902558**

**Piper PA34-200**

**10 June 1989**

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 CEO 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 CEO 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](http://www.atsb.gov.au).**



**Significant Factors:**

The following factors were considered relevant to the development of the accident

1. The engine lost power due to a loose fuel line connection.
2. The pilot was unable to feather the propeller and, as a consequence, the aircraft was unable to maintain altitude.
3. The pilot was unable to prevent the aircraft striking rocks during the landing run. This accident was not the subject of an on-scene investigation.