

**Aviation Safety Investigation Report  
198703497**

**Piper 28-235**

**27 August 1987**

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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 CEO 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).**

**Occurrence Number:** 198703497  
**Location:** Clermont QLD  
**Date:** 27 August 1987  
**Highest Injury Level:** Fatal  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 0930

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Ground	0	0	0	-
Passenger	0	3	0	0
<b>Total</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>

**Aircraft Details:** Piper 28-235  
**Registration:** VH-CEE  
**Serial Number:** 28-10679  
**Operation Type:** Private (Travel)  
**Damage Level:** Destroyed  
**Departure Point:** Clermont QLD  
**Departure Time:** 930  
**Destination:** Emerald QLD

**Approved for Release:** March 11th 1988

**Circumstances:**

The pilot and his passengers were on the final stages of a trip through central and northern Australia. After spending the night at Clermont they were observed to enter the aircraft, and following engine start an engine run-up was carried out. Witnesses reported that at times during the run-up the engine ran roughly. Following the run-up, the pilot taxied the aircraft to the runway threshold and the takeoff was commenced. During the takeoff run the engine sound was reported as being normal. The aircraft was then observed to become airborne and a short time later the sound of an impact was heard. The wreckage was located in timbered country, 475 metres beyond the upwind end of the departure runway. The investigation revealed that the No 3 cylinder exhaust valve had stuck shortly after takeoff, resulting in a substantial loss of engine power. The valve appears to have become jammed in the closed position due to a build up of carbon in the valve guide which resulted in the pushrod bending. Following the power loss the pilot was faced with carrying out a forced landing on unsuitable terrain.