

**Aviation Safety Investigation Report
198902592**

Piper PA34-200

27 December 1989

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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.

Occurrence Number: 198902592

Occurrence Type: Accident

Location: Port Macquarie Aerodrome NSW

Date: 27 December 1989

Time: 942

Highest Injury Level: Nil

Injuries:

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	3
Total	0	0	0	4

Aircraft Details: Piper PA34-200

Registration: VH-SET

Serial Number: 34-7350239

Operation Type: Private

Damage Level: Destroyed

Departure Point: Bankstown NSW

Departure Time: 0822

Destination: Port Macquarie NSW

Approved for Release: 14th March 1991

Circumstances:

The aircraft was making an intermediate landing for refuelling before proceeding to Lord Howe Island. The pilot reported that soon after carrying out his pre-landing checks on crosswind leg for runway 28, the right engine failed completely. He identified the engine and feathered the propeller. On downwind leg he carried out a trouble check and attempted three times to unfeather the propeller but was unable to do so. He broadcast that he was turning base for an asymmetric landing, reselected gear down, and lowered full flap in stages on final approach. After flaring, the aircraft floated a considerable distance. Approximately halfway along the 696 metre grass strip, while still airborne, the pilot elected to go around. He applied full power to the left engine, selected gear up and retracted flap in stages as the aircraft started to climb. The aircraft then began an uncommanded roll to the right, associated with a loss of directional control, and the right wingtip struck an aircraft parked about 100 metres to the north of the runway 28 centreline. It then cartwheeled across an adjacent car park before coming to rest a few metres short of a refuelling depot. The pilot had elected to use runway 28, although runway 03/21 was available with a landing distance available of 1586 metres. At the time of the accident the wind was reported as light and variable. The right engine was test run, using the original propeller which had sustained only minor damage. No fault could be found through the entire power range and restarting from the feather position was accomplished without problem.

Significant Factors:

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

1. Loss of power on the right engine, for undetermined reasons.
2. The asymmetric approach was poorly planned.

3. The pilot delayed his decision to initiate a single-engine go-around.
4. The pilot did not obtain/maintain flying speed, resulting in loss of control.