

**Aviation Safety Investigation Report
199501427**

**Cessna Aircraft Company
402B**

12 May 1995

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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: 199501427 **Occurrence Type:** Accident
Location: Coolangatta
State: QLD **Inv Category:** 4
Date: Friday 12 May 1995
Time: 1339 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Cessna Aircraft Company
Aircraft Model: 402B
Aircraft Registration: VH-FHG **Serial Number:** 402BO1211
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Bundaberg QLD
Departure Time: 1209 EST
Destination: Coolangatta QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	250.0	400

Approved for Release: Wednesday, November 15, 1995

The pilot reported that when the aircraft was about 300ft on final approach to runway 14, he noticed that the right engine rpm did not change as the the propeller controls were set to fine pitch. The aircraft then yawed to the right when it became necessary to introduce power to avoid undershooting the runway.

Both propellers were selected to feather when the yawing moment became uncontrollable, at about 50ft AGL. The right wing struck the ground, the landing gear collapsed and the right wing was torn off during the ground slide as the aircraft slide off the runway onto the grass flight strip. The two occupants were not injured and evacuated the aircraft unassisted.

Post flight inspection by a licenced aircraft maintenance engineer found that both propeller were on the coarse pitch stops and had not feathered.

Inspection of the suspect right engine failed to find a fault which could have contributed to a powerloss.

The pilot was under the impression that he had feather both propellers when he experienced directional control difficulties. Examination of both propeller hubs found that the propeller blades were on the coarse pitch stops. The propeller pitch control levers require a distinct movement to pass the coarse pitch stops into the feather position. It is apparent that the pilot did not position the levers where he intended.

The pilot lost control of the aircraft on late final approach. The reason for the loss of control could not be determined from the evidence available.

