

**Aviation Safety Investigation Report
199502062**

**Piper Aircraft Corp
Archer**

06 July 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: 199502062 **Occurrence Type:** Accident
Location: 20km N Coen
State: QLD **Inv Category:** 4
Date: Thursday 06 July 1995
Time: 0816 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28-180
Aircraft Registration: VH-PEX **Serial Number:** 28-2150
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Cooktown QLD
Departure Time: 0650 EST
Destination: Weipa QLD

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	20.0	101

Approved for Release: Wednesday, March 13, 1996

The pilot reported he arrived at Cooktown airport at 0615 EST to carry out a flight to Weipa. After carrying out a pre-flight inspection, and submitting a flight plan, he departed Cooktown at 0650. The flight was being conducted below cloud at 2,500 ft until about 130 NM from Cooktown when the cloud could be seen on top of the McIlwraith Range ahead. The pilot said he commenced a turn through 180 degrees and descended to 2,000 ft to clear the southern end of the ranges. Development Road was identified and the pilot was about to commence tracking towards Cohen when the engine suddenly began to run roughly and vibrate. Power was immediately reduced and trouble checks were carried out but to no avail.

The pilot said he had the impression that the engine was running on three cylinders. Due to the rising ground ahead the pilot made the decision to land on the road. During the landing roll the left wing impacted some small trees on the road verge which slewed the aircraft to the left. The nosewheel then got caught on the left side of the rill in the middle of the road and the pilot was unable to get it back to the right before the left wing impacted the side of a cutting. The aircraft was slewed through 90 degrees and the propeller struck the embankment. The aircraft then slid sideways for 20 metres into a table drain, and the right main and nose landing gear assemblies were torn off.

The cause of the engine malfunction was later found to be a failed exhaust valve.