

**Aviation Safety Investigation Report
199403921**

**Piper Aircraft Corp
Lance**

30 December 1994

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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 Executive Director 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.

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: 199403921 **Occurrence Type:** Accident
Location: 8km E Bermagui
State: NSW **Inv Category:** 4
Date: Friday 30 December 1994
Time: 1230 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-32R-300
Aircraft Registration: VH-RCB **Serial Number:** 32R-7680183
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Destroyed
Departure Point: Tooradin VIC
Departure Time:
Destination: Bermagui NSW

Crew Details:

| <u>Role</u> | <u>Class of Licence</u> | <u>Hours on Type</u> | <u>Hours Total</u> |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | Commercial | 425.0 | 850 |

Approved for Release: Wednesday, January 4, 1995

The pilot reported that he was operating at 500 feet above the sea taking photographs of a friend's boat. He experienced a sudden onset of severe engine vibration. Because of the severity of the vibration he believed that the engine may break its mounts. He shut the engine down immediately and ditched close to his friend's boat. He was rescued from the wing of the aircraft which sank shortly afterwards in approximately 60 fathoms of water.

The cause of the engine vibration was not determined but the pilot said the severity of the vibration was what he imagined would be consistent with the loss of part or all of a propeller blade.