Aviation Safety Investigation Report 199201198

Piper Aircraft Corp Navajo

09 December 1992

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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.

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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: 199201198 Occurrence Type: Incident

Location: Nabarlek

NT State: **Inv Category:**

Date: Wednesday 09 December 1992

Time: 0920 hours Time Zone **CST**

Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp

Aircraft Model: PA-31/A1

VH-SAO Aircraft Registration: **Serial Number:** 31-676

Type of Operation: Charter Passenger

Damage to Aircraft: Nil **Departure Point:** Darwin 0831 CST **Departure Time: Destination:** Maningrida

Approved for Release: Friday, June 4, 1993

While enroute from Darwin to Maningrida at 9000 feet and at 12nm NE of Nabarlek, the pilot, who was the sole occupant, noticed a drop in the starboard engine manifold pressure.

He looked at the engine and saw smoke coming out of the right hand side inspection vent. The manifold pressure had fallen to 15in Hg and by this stage, oil was starting to leak from around the starboard engine cowl at a considerable rate.

The pilot carried out the 'engine fire' procedure drill and secured the engine, advised ATC and diverted to Nabarlek for landing. The propellor continued to windmill with the pitch lever in the feathered position until the aircraft speed reduced to 90 knots IAS on final. The propellor appeared to be about 90 % feathered. The aircraft landed safely.

Engine damage was caused by failure of the crankshaft counterweight flange allowing the counterweights to separate. The crankcase was damaged resulting in a severe oil leak onto the turbocharger causing the smoke seen by the pilot.