

**Aviation Safety Investigation Report
199300514**

**Piper Aircraft Corp
Cheyenne**

12 March 1993

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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: 199300514 **Occurrence Type:** Incident
Location: Point Cook
State: VIC **Inv Category:** 4
Date: Friday 12 March 1993
Time: 1530 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-31T
Aircraft Registration: VH-DXI **Serial Number:** 31T-8020005
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Nil
Departure Point: Point Cook VIC
Departure Time: 1528 EST
Destination: Essendon VIC

Approved for Release: Sunday, June 19, 1994

When the pilot attempted to reduce propeller RPM from 2000 to 1900 the right propeller wound down to between 1100 and 1200 and the right torque exceeded maximum limits. The pilot shut down the engine and feathered the propeller when he was unable to regain control. A successful single engine landing was carried out.

The right engine beta light wiring was found to be routed close to the engine exhaust stack. Radiant heat from the exhaust stack had melted the insulation and had allowed the wires to contact and create an electrical short circuit. This had activated the propeller lock valve which effectively caused the propeller to operate at fixed pitch.

It could not be determined whether the burned wiring installation was installed in accordance with the manufacturers original design. A modification has now been incorporated to introduce fire sleeved wiring and a heat deflector baffle.

