

**Aviation Safety Investigation Report
199300685**

**Mitsubishi Aircraft Int
MU-2B-25**

29 March 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

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: 199300685 **Occurrence Type:** Accident
Location: Grafton
State: NSW **Inv Category:** 4
Date: Monday 29 March 1993
Time: 1815 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Mitsubishi Aircraft Int
Aircraft Model: MU-2B-25
Aircraft Registration: VH-MUO **Serial Number:** 270
Type of Operation: Charter Unknown
Damage to Aircraft: Substantial
Departure Point: Ballina NSW
Departure Time:
Destination: Grafton NSW

Approved for Release: Saturday, October 30, 1993

The pilot reported that the left engine RPM had been wandering slightly during the cruise. She joined the circuit at Grafton for runway 18 and when on base, selected flap to 5 degrees and switched the landing lights on. Just prior to the turn onto final approach, at about 400 feet above ground level and just prior to selecting the landing gear down, the aircraft suddenly yawed and rolled to the left. This was accompanied by a 60 percent decrease in left engine torque indication. The pilot said that, by the time she stabilised the aircraft, it was on short final. Flaps were then selected to 20 degrees and the landing gear selected down as per the pre-landing checklist but it was obvious that the landing gear would not be fully extended before touchdown. The pilot considered overshooting the approach but decided she was committed to land. The aircraft touched down with the landing gear partially extended.

Attempts were made to obtain from the pilot further information regarding the approach flown and when various checks were done as well as the reported torque loss. However, these attempts were unsuccessful.

The left engine was removed from the aircraft and subject to a strip examination. No reason for the torque loss could be identified.
