

**Aviation Safety Investigation Report
199301894**

**Mitsubishi Aircraft Int
MU-2B-30**

29 June 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: 199301894 **Occurrence Type:** Incident
Location: Wagga Wagga
State: NSW **Inv Category:** 4
Date: Tuesday 29 June 1993
Time: 0753 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Mitsubishi Aircraft Int
Aircraft Model: MU-2B-30
Aircraft Registration: VH-WMW **Serial Number:** 544
Type of Operation: Charter Passenger
Damage to Aircraft: Nil
Departure Point: Bankstown NSW
Departure Time: 0710 EST
Destination: Wagga Wagga NSW

Approved for Release: Saturday, October 30, 1993

The pilot reported that during cruise, the engine had a tendency to overspeed when the power lever was retarded but was operating normally at high power. He elected to proceed to the destination with high power set. When power reduction was required for landing a precautionary engine shut down was carried out and a single engine landing was made.

Investigation revealed that the concentric control shafts at the fuel control unit were binding and causing mutual interference. The shafts were lubricated and the overspeed defect disappeared. The aircraft had been washed recently. Failure to reapply lubrication after the wash probably contributed to the defect.

Significant factors:

The FCU concentric control shafts were not lubricated after the aircraft was washed.
