**Aviation Safety Investigation Report 199702121** 

Piper Aircraft Corp Chieftain

28 June 1997

## Aviation Safety Investigation Report 199702121

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.

## **Aviation Safety Investigation Report**

199702121

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: 199702121 Occurrence Type: Incident

**Location:** 389km E Port Macquarie, Aerodrome

State: **Inv Category:** 

Date: Saturday 28 June 1997

Time: 1430 hours Time Zone **EST** 

Highest Injury Level: None

Aircraft Piper Aircraft Corp

**Manufacturer:** 

Aircraft Model: PA-31-350

Aircraft Registration: VH-SVN Serial 31-7752097

Number:

**Type of Operation:** Air Transport Domestic Low Capacity Passenger

Scheduled

**Damage to Aircraft:** Nil

**Departure Point:** Port Macquarie NSW

**Departure Time:** 1200 EST

**Destination:** Lord Howe Island NSW

**Crew Details:** 

Hours on

Role	Class of Licence	Type Ho	urs Total
Pilot-In-Command	Commercial	850.0	2929

**Approved for Release:** Wednesday, July 30, 1997

## **Sequence of Events**

Once established in the cruise, the pilot noticed that the right auxiliary fuel gauge indicated an above average consumption. When the fuel selector was changed to right main tank, the excessive consumption remained. The pilot decide to continue to destination after calculating his endurance at the indicated fuel consumption. At this stage the aircraft had passed the equal time point. He cross-fed fuel from the left wing fuel tanks and kept both engines running. The aircraft arrived with 120 litres of fuel on board.

A post flight inspection by maintenance staff found that the right wing was stained underneath with avgas. Further investigation found that the fuel delivery hose to the fuel control unit was undertorqued. Removal of the fuel finger filter found that the adapter o-ring was damaged.