Aviation Safety Investigation Report 199500387

Short Bros Pty Ltd SD360

14 February 1995

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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.

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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.

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:	199500387	Occurrence Type:	Incident		
Location:	Cairns				
State:	QLD	Inv Category:	4		
Date:	Tuesday 14 February 1995	5			
Time:	2020 hours	Time Zone	EST		
Highest Injury Level: None					
Aircraft Manufacture Aircraft Model: Aircraft Registration: Type of Operation: Damage to Aircraft:	SD360	ic Low Capacity Pass	enger Scheduled	Serial Number: SH 3651	
Departure Point:	Townsville				
Departure Time:					
Destination:	Cairns				
Crew Details:					

	Hours on		
Role	Class of Licence	Туре	Hours Total
Pilot-In-Command	ATPL 1st Class	5000.0	10500
Co-Pilot/1st Officer	ATPL 1st Class	70.0	1700

Approved for Release: Tuesday, March 12, 1996

The pilot reported that on commencing descent at 50 nautical miles from Cairns engine power was reduced to 3,000 pounds of torque. At approximately 40 nautical miles a further reduction was made to 2,700 pounds. When the next reduction was made at 30 nautical miles the left engine did not respond to throttle movement and remained at 2,700 pounds. Right hand engine reponse was normal. The crew considered shutting down the left engine, but with weather and terrain circumstances taken into account, it was decided to leave the engine going. After arrival in the circuit area, speed was reduced and movement of the power lever was checked. The torque on the left engine had then reduced to approximately 2,400 pounds. After selection of landing gear and flap, propellor revolutions per minute were reduced to 1,400, and a normal approach profile was maintained. After selection of maximum propellor revolutions per minute, engine torque reduced to approximately 2,000 pounds, and as a normal profile could be maintained, it was decided not to shut the left engine down. Power was reduced on the right engine to maintain profile on the approach.

After touchdown on the damp runway, the power levers were retarded by the pilot and the aircraft immediately swung to the right. Corrective action was taken with flight controls and brakes. Directional control was regained and as the aircraft decelerated the crew became aware that the right main tyre had blown. The aircaft was stopped on the runway and rescue and fire services attended the aircraft.

Investigation revealed that the left engine power control cambox had jammed and this had prevented the power lever from transmitting movement to the fuel control unit via a teleflex cable. The cam mechanism appears to have been sticking due to inadequate lubrication, and hardened grease. The power lever could still be moved due to the flexibility in the teleflex cable.