

**Aviation Safety Investigation Report
199400129**

**Beech Aircraft Corp
Queen Air**

16 January 1994

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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: 199400129 **Occurrence Type:** Accident
Location: Palau U.S. Trust Territory
State: Other **Inv Category:** 4
Date: Sunday 16 January 1994
Time: 0700 hours **Time Zone** UTC
Highest Injury Level: None

Aircraft Manufacturer: Beech Aircraft Corp
Aircraft Model: 65-B80
Aircraft Registration: VH-AMG **Serial Number:** LD-424
Type of Operation: Miscellaneous Ferry
Damage to Aircraft: Substantial
Departure Point: Palau U.S. Trust Territory
Departure Time:
Destination: Manila Philippines

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL 1st Class	250.0	13400

Approved for Release: Wednesday, April 6, 1994

The aircraft was being ferried to the Philippines. An intermediate stop was made at Palau, where it remained idle for about a month. The pilot reported that prior to takeoff from Palau he had refuelled the aircraft from drum stock and that subsequent water drain checks were clear. Pretakeoff checks were normal but during takeoff, as the aircraft was rotated at about 90 kts, the right engine lost power. The pilot said he feathered the propeller, and retracted the flaps and landing gear, but the aircraft failed to achieve single engine climb speed. Because the left engine oil temperature was at the red line the pilot elected to carry out a wheels up forced landing onto a sandbar on an adjacent island.

Photographs of the damaged aircraft indicated the right propeller blades were not in the feathered position. The propeller did not appear to have been rotating at impact. The reason for the loss of power was not determined.