

**Aviation Safety Investigation Report
199300746**

**Piper Aircraft Corp
Pawnee**

27 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.

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: 199300746 **Occurrence Type:** Incident
Location: 8km E Meeniyah
State: VIC **Inv Category:** 4
Date: Saturday 27 March 1993
Time: 0930 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-25-235
Aircraft Registration: VH-AMZ **Serial Number:** 25-3472
Type of Operation: Commercial Aerial Agriculture - Other
Damage to Aircraft: Minor
Departure Point: 8km E Meeniyah VIC
Departure Time: 0930 EST
Destination: 8km E Meeniyah VIC

Approved for Release: Wednesday, July 28, 1993

The engine lost power soon after take off due to the failure of the welds securing the airflow straightener vane located in the hot air box. The liberated vane was sucked into and blocked the airflow through the carburettor throat. The CAA airworthiness branch is investigating the need for these vanes as they are not fitted to all Pawnee aircraft and their failure can have catastrophic results.