

**Aviation Safety Investigation Report
199802837**

**Piper Aircraft Corp
Aztec**

24 July 1998

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.

Occurrence Number: 199802837 **Occurrence Type:** Accident
Location: Horn Island, Aerodrome
State: QLD **Inv Category:** 4
Date: Friday 24 July 1998
Time: 1545 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-23-250
Aircraft Registration: VH-PFD **Serial Number:** 27-4432
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Kubin Qld
Departure Time: 1532 EST
Destination: Horn Island Qld

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	20.8	1662

Approved for Release: Monday, September 7, 1998

The pilot reported that before landing he had obtained the appropriate cockpit indications that the landing gear was locked down. However, the nose gear collapsed during the landing roll. The main landing gear also collapsed after the aircraft had been inspected and was being moved. Subsequent examination and testing of the landing gear system failed to identify any fault.

