

**Aviation Safety Investigation Report  
199502466**

**Piper Aircraft Corp  
Aztec**

**17 July 1995**

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.

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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](http://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:** 199502466                      **Occurrence Type:** Accident  
**Location:** Warraber Island, (ALA)  
**State:** QLD    **Inv Category:** 4  
**Date:** Monday 17 July 1995  
**Time:** 1730 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-23-250  
**Aircraft Registration:** VH-SWJ                      **Serial Number:** 27-7304932  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Horn Island QLD  
**Departure Time:** 1710 EST  
**Destination:** Warraber Island QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type Hours Total</b>
Pilot-In-Command	Commercial	1300

**Approved for Release:** Tuesday, March 12, 1996

The pilot reported that the wind on the day of the occurrence, was very strong, approximately 30-40 kts at 120-130 degrees. The runway alignment was 120 degrees. As a consequence of the limited available runway length, the pilot elected to carry out a short field approach and landing. On short final to land the aircraft encountered strong windshear, which resulted in a heavy landing.

After touchdown, the left main landing gear support strut collapsed due to excessive side loads and the gear folded rearward, causing damage to the underside of the wing and flap.

All persons on board were able to exit the aircraft safely.