

**Aviation Safety Investigation Report  
199503563**

**Piper Aircraft Corp  
Cherokee Six**

**26 October 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:** 199503563                      **Occurrence Type:** Accident  
**Location:** Shute Harbour, (ALA)  
**State:** QLD    **Inv Category:** 4  
**Date:** Thursday 26 October 1995  
**Time:** 1200 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-32-260  
**Aircraft Registration:** VH-PYV                      **Serial Number:** 32-228  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Shute Harbour QLD  
**Departure Time:** 1200 EST  
**Destination:** Linderman Is QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	300.0	4000

**Approved for Release:** Wednesday, January 31, 1996

The pilot reported that soon after takeoff at a height of 150 to 200ft the engine spluttered and then stopped. The aircraft was landed on the remaining runway. The left main landing gear was torn off and the right wing was damaged during the landing. The cause of the engine stoppage was apparently caused by fuel flow interruption, however extensive post flight examination could find no fault with the engine or fuel system.