

**Aviation Safety Investigation Report  
199403597**

**Piper Aircraft Corp  
Seneca III**

**01 December 1994**

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.

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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:** 199403597                      **Occurrence Type:** Accident  
**Location:** Warraber Island  
**State:** QLD                      **Inv Category:** 4  
**Date:** Thursday 01 December 1994  
**Time:** 1600 hours                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-34-220T  
**Aircraft Registration:** VH-SKJ                      **Serial Number:** 34-8133184  
**Type of Operation:** Charter      Passenger  
**Damage to Aircraft:** Substantial  
**Departure Point:** Yam Island QLD  
**Departure Time:**  
**Destination:** Warraber Island QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Commercial	20.0	2300

**Approved for Release:** Thursday, April 18, 1996

The pilot reported that the accident occurred at the end of the sixth leg for the day. The landing gear had been working normally. He had obtained a safe landing gear indication prior to landing. The right landing gear collapsed as the aircraft slowed after the touchdown. Inspection indicated that the torque link had failed in overload.

Subsequent engineering investigation indicated that a torque link retainer circlip had fallen off. The torque link's action had prevented the oleo piston from falling out until the link itself failed.

A similar problem had been detected during a scheduled inspection completed 20 flying hours prior to the accident. The clip was found to have fallen off and become stuck in the landing gear upper trunnion. The gear was only dismantled sufficiently for the clip to be replaced.

The factors that led to the circlip falling out were not determined at the time of the scheduled inspection, and could not be determined after the accident as the circlip was not recovered.