

**Aviation Safety Investigation Report
199700196**

**Piper Aircraft Corp
Seneca**

18 January 1997

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: 199700196 **Occurrence Type:** Accident
Location: Murray Bridge, (ALA)
State: SA **Inv Category:** 4
Date: Saturday 18 January 1997
Time: 1030 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200T
Aircraft Registration: VH-CGS **Serial Number:** 34-7570304
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Murray Bridge SA
Departure Time: 1030 CSuT
Destination: Murray Bridge SA

Crew Details:

| <u>Role</u> | <u>Class of Licence</u> | <u>Hours on Type</u> | <u>Hours Total</u> |
|------------------|-------------------------|--------------------------|--------------------|
| Pilot-In-Command | Private | 330.0 | 354 |

Approved for Release: Friday, January 31, 1997

The pilot stated that he had experienced a landing gear retraction problem the previous week which was checked by an LAME but no faults found. On the day of the occurrence he decided to fly a circuit to verify the landing gear operation.

After takeoff the landing gear retracted normally. The pilot continued with the circuit, maintaining separation with an ultralight aircraft also operating in the circuit area.

On the downwind leg the pilot reported the aircraft suffered a radio problem which he attempted to rectify while still maintaining a lookout for the ultralight aircraft. This allowed his attention to be diverted from operating the aircraft and failure to carry out the pre-landing checks, including landing gear extension, resulting in a wheels up landing.