

**Aviation Safety Investigation Report
199400963**

**Piper Aircraft Corp
Seminole**

15 April 1994

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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.

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: 199400963 **Occurrence Type:** Accident
Location: Camden
State: NSW **Inv Category:** 4
Date: Friday 15 April 1994
Time: 1230 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-44-180
Aircraft Registration: VH-JDF **Serial Number:** 44-7995304
Type of Operation: Instructional Dual
Damage to Aircraft: Substantial
Departure Point: Bankstown NSW
Departure Time:
Destination: Camden NSW

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	4.9	1006

Approved for Release: Wednesday, August 10, 1994

The aircraft was being flown on the final phase of the student's multi-engine endorsement training. A general handling period was completed before arriving at Camden to carry out normal and asymmetric circuit procedures.

The instructor pilot reported that the first approach was normal but the aircraft touched down firmly on the mainwheels, followed by a firm touchdown on the nosewheel. A touch-and-go was carried out and the landing gear retracted normally after take off. On downwind, during the next circuit, the landing gear extended normally with three green landing gear locked indications. The nose gear was also confirmed to be extended, using the mirror on the right engine nacelle. Both pilots again confirmed three greens during the turn onto final. The touchdown was smooth but the nose gear collapsed and the aircraft slid to a halt on its nose.

The repair agency later reported that the nose gear downlock was found out of rig to the extent that the hydraulic pump continued cycling with the gear down. It is probable that this condition allowed the nose gear to unlock when it took the weight of the aircraft during landing.