

**Aviation Safety Investigation Report  
199000654**

**Piper PA32R-300**

**1 April 1990**

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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 CEO 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 CEO 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](http://www.atsb.gov.au).**



The following factors were considered relevant to the development of the incident

1. Electrical system malfunction caused by slipping alternator belt.
2. The operator did not ensure that the pilot was fully familiar with the aircraft and its systems.
3. The pilot lacked familiarity with the aircraft landing gear system.
4. The pilot did not properly use the emergency gear extension system.

**Reccomendations:**

1. It is recommended that the Civil Aviation Authority emphasise the importance of compliance with CAO 40.1.6.1.4 (d) at Aviation Awareness Seminars.