

**Aviation Safety Investigation Report  
198703490**

**Piper PA34-200 Seneca**

**7 August 1987**

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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.

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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).**

**Occurrence Number:** 198703490  
**Location:** Caloundra QLD  
**Date:** 7 August 1987  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** N/A

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

**Aircraft Details:** Piper PA34-200 Seneca  
**Registration:** VH-SMM  
**Serial Number:** 34-7450084  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Goondiwindi QLD  
**Departure Time:** N/A  
**Destination:** Caloundra QLD

**Approved for Release:** November 17th 1987

**Circumstances:**

Shortly after touchdown, the gear unsafe warning horn sounded and the red gear unsafe warning light began to flash. The right wing slowly lowered and the aircraft veered to the right of the strip before coming to rest. An inspection revealed that the right maingear had collapsed because of the fatigue failure of the maingear side brace attachment stud. The fatigue cracks on the stud initiated in rough machine tool marks in the radius between the shank and the lug.