

**Aviation Safety Investigation Report  
198900007**

**Piper PA 34 Seneca**

**5 May 1989**

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 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).**

This accident was not formally investigated by the Bureau.

**Occurrence Number:** 198900007      **Occurrence Type:** Accident  
**Location:** Merimbula NSW  
**Date:** 5 May 1989      **Time:** 530  
**Highest Injury Level:** Minor  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	0	0
Ground	0	0	0	-
Passenger	0	0	4	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>

**Aircraft Details:** Piper PA 34 Seneca  
**Registration:** VH-SET  
**Serial Number:** 34-7350239  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Bairnsdale VIC  
**Departure Time:** N/K  
**Destination:** Merimbula NSW

**Approved for Release:** 18th July 1990

**Circumstances:**

After a gear down selection the nosegear "down-and-locked" indicator light failed to come on. Further efforts to obtain a down and locked indication were unsuccessful. Ground observers confirmed that the nose landing gear had failed to extend. The pilot elected to make a wheels up landing on the runway. After touch down the aircraft skidded off the runway and came to rest on its belly in soft grass. Advice was subsequently received that no positive cause could be found for the landing gear extension failure.