

**Aviation Safety Investigation Report
198903802**

Mooney M20F

20 August 1989

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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.

Occurrence Number: 198903802
Location: Redcliffe QLD
Date: 20 August 1989
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1430

	Fatal	Serious	Minor	None
Crew	0	0	2	2
Ground	0	0	0	-
Passenger	0	0	0	0
Total	0	0	0	2

Aircraft Details: Mooney M20F
Registration: VH-ERS
Serial Number: 670418
Operation Type: Aerial Work
Damage Level: Substantial
Departure Point: Redcliffe QLD
Departure Time: 1330
Destination: Redcliffe QLD

Approved for Release: 2nd May 1990

Circumstances:

The purpose of the flight was for the pilot-under-instruction to gain endorsement for constant speed propeller and retractable landing gear operations. This was only the second flight on type for the pilot-in-command and the first for the pilot-under-instruction. The pilots stated that the pre-landing checks had been completed and that the landing gear down and locked light was illuminated. The light was rechecked on final approach to the runway. The pilots reported that the touchdown seemed normal but the aircraft soon adopted a left wing low attitude. The propeller then contacted the runway surface and the aircraft settled on to its underside before skidding to a halt. A thorough examination of the landing gear system revealed no fault. The type and location of abrasion damage to the nosewheel doors, and the lack of damage to the main gear fairings and brake assemblies, indicated that the doors were closed when the underside of the aircraft contacted the runway, ie. the landing gear was in the retracted position. It was noted that the red and green post lights on the instrument panel which indicate high and low vacuum pressure were of the same type as the landing gear position lights. The green vacuum light was seven centimetres from the green landing gear down light in approximately its two o'clock position. It was considered possible for the crew to have mistaken one light for the other.

Significant Factors:

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

1. Neither pilot was familiar with the aircraft type.
2. The landing gear was not extended.
3. The pilots possibly mistook the green vacuum light for the green landing gear light on the instrument panel.

4. The aircraft landed with the landing gear retracted.