

**Aviation Safety Investigation Report  
198400030**

**Piper PA32R**

**4 July 1984**

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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:** 198400030  
**Location:** Charleville QLD  
**Date:** 4 July 1984  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1421

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

**Aircraft Details:** Piper PA32R  
**Registration:** VH-SBK  
**Serial Number:**  
**Operation Type:** Charter (Cargo)  
**Damage Level:** Substantial  
**Departure Point:** Roma QLD  
**Departure Time:** U/K  
**Destination:** Windorah QLD

**Approved for Release:** 23rd December 1985

**Circumstances:**

During cruise the pilot noticed that the electrical system was malfunctioning. The ammeter was reading zero, the system was switched off and a diversion for landing carried out. The pilot reported that, on arrival in the circuit area, the landing gear could not be lowered by the emergency system. A wheels-up landing was made. An inspection of the aircraft revealed that the electrical problems were due an alternator failure which resulted from a faulty connection on a brush lead. The reason that the gear was unable to be lowered by the emergency system could not be determined.