

**Aviation Safety Investigation Report  
198900012**

**Piper PA30**

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

**Occurrence Number:** 198900012  
**Location:** Canberra Airport ACT  
**Date:** 7 July 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident  
**Time:** 1030

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

**Aircraft Details:** Piper PA30  
**Registration:** VH-WVL  
**Serial Number:** 30-1986  
**Operation Type:** Aerial Work  
**Damage Level:** Substantial  
**Departure Point:** Canberra ACT  
**Departure Time:** 0930  
**Destination:** Canberra ACT

**Approved for Release:** 16th August 1990

#### **Circumstances:**

The pilot had considerable rotary wing but limited fixed wing experience, was undergoing type endorsement training. He was carrying out touch and go landings under instruction on runway 30, with a wind of 300/12 gusting up to 22 knots. After completion of a touch and go, it is probable that the landing gear was raised inadvertently and the aircraft settled back onto the runway. The right and left main landing gear push rods, the landing gear mounting brackets and the landing gear motor mounting brackets were damaged at that time and both propellers touched the runway surface. The instructor took control, the landing gear was selected up, however the gear intransit light remained on. A fly past the tower confirmed that the right landing gear was hanging at about 45 degrees. While performing the emergency lowering procedures, it was noted that the landing gear motor circuit breaker had popped. The mirror showed the nose gear locked down, but a green light could not be obtained. An approach and landing was then made on the grass parallel with runway 30. Both main landing gear collapsed on touch down although the nose gear remained down and locked. The aircraft skidded for about 250 metres and stopped upright.

#### **Significant Factors:**

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

1. The pilot was inexperienced on fixed wing aircraft.
2. Inadequate supervision by the instructor.
3. The landing gear was retracted early.
4. Gusting wind conditions resulted in the aircraft settling back onto the runway.