

# **Aviation Safety Investigation Report 199001978**

**Piper PA31**

**14 April 1990**

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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.

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:** 199001978                      **Occurrence Type:** Accident  
**Location:** Gunnedah NSW  
**Date:** 14 April 1990                      **Time:** 1232  
**Highest Injury Level:** Nil  
**Injuries:**

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	4
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>

**Aircraft Details:** Piper PA31  
**Registration:** VH-MWP  
**Serial Number:** 31-8352005  
**Operation Type:** Regular Public Transport  
**Damage Level:** Substantial  
**Departure Point:** Sydney NSW  
**Departure Time:** 1000  
**Destination:** Quirindi NSW

**Approved for Release:** 15th July 1991

**Circumstances:**

The pilot reported the flight was uneventful until the landing gear failed to extend normally prior to landing at Quirindi. Normal and emergency procedures were unsuccessful. The aircraft then diverted to Gunnedah where ground observers reported the landing gear appeared to be extended, however, the right main gear collapsed during the landing roll. Investigation revealed an internal failure of the landing gear air/ground safety switch which rendered the gear door solenoid valve inoperative. The failure had apparently occurred during the initial landing gear extension cycle prior to the locking sequence of the right main gear. All subsequent hydraulic action was then directed to the selector handle lock valve, preventing completion of the landing gear extension cycle