

**Aviation Safety Investigation Report
198800738**

Piper PA28R-200

4 December 1988

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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: 198800738
Location: Leigh Creek SA
Date: 4 December 1988
Highest Injury Level: Nil
Injuries:

Occurrence Type: Accident

Time: 1030

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	1
Total	0	0	0	2

Aircraft Details: Piper PA28R-200
Registration: VH-DAX
Serial Number: 28R-7535173
Operation Type: Private
Damage Level: Substantial
Departure Point: Moomba West SA
Departure Time: 906
Destination: Leigh Creek SA

Approved for Release: 26 April 1989

Circumstances:

The pilot had experienced a smooth flight and after checking the wind direction positioned the aircraft on the downwind leg for a normal circuit. He reported that after reducing speed he lowered one stage of flap and then selected the landing gear down. He believed that he also checked the gear indicator on final approach and saw three green lights. The speed on final was reported as about 80 kts with a power setting of 16 inches and full flap. After round out power was reduced to idle and the pilot then sensed that the aircraft was settling further than usual. When the propeller began striking the runway the pilot pulled back sharply on the control column and applied full power. The aircraft failed to respond as expected and the pilot turned to the left away from the strip. Shortly afterwards the aircraft mushed into the ground. Ground witnesses reported that the aircraft made an approach with the gear up and that the gear began to extend when the pilot pulled up in his attempt to go around. The aircraft gear was fully or partially extended on impact and the main legs were torn off. The aircraft came to rest some 300 metres from the centreline of the runway. Initial on-site inspection could not find any reason for the failure of the gear to extend and showed that the gear warning horn was operable.

Significant Factors:

The following factor was considered relevant to the development of the accident

1. The pilot did not ensure that the gear was down and locked before touchdown.