

**Aviation Safety Investigation Report  
199002014**

**Piper PA28-R200**

**15 October 1990**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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:** 199002014 **Occurrence Type:** Accident  
**Location:** Nowra NSW  
**Date:** 15 October 1990 **Time:** 1308  
**Highest Injury Level:** Nil  
**Injuries:**

|              | Fatal    | Serious  | Minor    | None     |
|--------------|----------|----------|----------|----------|
| Crew         | 0        | 0        | 1        | 1        |
| Ground       | 0        | 0        | 0        | -        |
| Passenger    | 0        | 0        | 0        | 1        |
| <b>Total</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> |

**Aircraft Details:** Piper PA28-R200  
**Registration:** VH-CEB  
**Serial Number:** 28R-35008  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Williamtown NSW  
**Departure Time:** N/K  
**Destination:** Nowra NSW

**Approved for Release:** 22nd November 1990

**Circumstances:**

The aircraft was making a landing approach to runway 03. The pilot reported that the left main gear was indicating an unsafe condition and carried out an overshoot. System checks were carried out without success. An attempt was made to extend the landing gear with the emergency extension system but the left main gear continued to indicate an unsafe condition. Two fly-pasts were carried out and the Tower reported the landing gear appeared to be extended normally. With the airport emergency services standing by the aircraft made a normal approach. Shortly after touchdown the left gear collapsed resulting in the aircraft slewing left and departing the runway. The pilot reported that a subsequent examination revealed low hydraulic system pressure may have been a factor in the failure of the landing gear to extend normally.