

**Aviation Safety Investigation Report  
198602680**

**Piper PA34-220T**

**29 December 1986**

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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:** 198602680  
**Location:** Coolangatta QLD  
**Date:** 29 December 1986  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1648

	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 PA34-220T  
**Registration:** VH-FYU  
**Serial Number:**  
**Operation Type:** Private (Travel)  
**Damage Level:** Substantial  
**Departure Point:** Mudgee NSW  
**Departure Time:** N/K  
**Destination:** Coolangatta QLD

**Approved for Release:** July 22nd 1987

**Circumstances:**

When the pilot selected the landing gear up after takeoff, the gear unsafe light remained on. Recycling the gear had no effect. The pilot continued to his planned destination, with the aircraft performing at about 10 knots below the expected speed. On arrival, a visual inspection confirmed that the right maingear was trailing. The pilot then carried out a successful emergency landing, during which the right flap and propeller sustained damage as the gear collapsed. Subsequent investigation disclosed that the right gear strut had failed on takeoff from Mudgee. Examination of the failure indicated that corrosion fatigue had initiated on the inner surface of the strut. The strut had not been subjected to corrosion prevention methods. An inspection cycle recommended by the manufacturer had not been followed.