

**Aviation Safety Investigation Report  
198903776**

**Piper PA24-260**

**19 May 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:** 198903776  
**Location:** Bundaberg QLD  
**Date:** 19 May 1989  
**Highest Injury Level:** Nil  
**Injuries:**

**Occurrence Type:** Accident

**Time:** 1515

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Ground	0	0	0	-
Passenger	0	0	0	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

**Aircraft Details:** Piper PA24-260  
**Registration:** VH-RUS  
**Serial Number:** 24-4287  
**Operation Type:** Private  
**Damage Level:** Substantial  
**Departure Point:** Bundaberg QLD  
**Departure Time:** 1500  
**Destination:**

**Approved for Release:** 7 February 1990

#### **Circumstances:**

On final approach, the pilot observed that the single gear down light (green) was illuminated. Following a smooth touchdown near the threshold, the aircraft rolled along for about 150 metres before the pilot noticed the left side of the aircraft had settled lower than normal. Suddenly the aircraft veered uncontrollably to the left and struck a T-vaxis light box before coming to rest with the main gear partially collapsed. Post flight inspection revealed that the main landing gear had not been fully extended. Examination of the landing gear system revealed no evidence of pre-existing failure or damage. The gear collapse was evidently the result of inadequate maintenance and inspection of the system. This had allowed the gear down light to be illuminated when the main gear had not been locked in the overcentre position.

#### **Significant Factors:**

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

1. Inadequate maintenance and inspection of the landing gear system.