

**Aviation Safety Investigation Report  
199702914**

**Piper Aircraft Corp  
Twin Comanche**

**09 September 1997**

---

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 Executive Director 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 Executive Director 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).**

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

**Occurrence Number:** 199702914      **Occurrence Type:** Accident

**Location:** Lismore, Aerodrome

**State:** NSW

**Inv Category:** 4

**Date:** Tuesday 09 September 1997

**Time:** 1420 hours

**Time Zone:** EST

**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp

**Aircraft Model:** PA-30

**Aircraft Registration:** VH-RBT      **Serial Number:** 30-476

**Type of Operation:** Non-commercial Practice

**Damage to Aircraft:** Substantial

**Departure Point:** Lismore, NSW

**Departure Time:**

**Destination:** Lismore, NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on</b>	
		<b>Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	100.0	1100

**Approved for Release:** Friday, October 10, 1997

The pilot reported that he obtained a safe landing gear indication prior to landing. During the landing roll the right landing gear collapsed. The aircraft slewed to the right and the left and nose landing gear collapsed. There were no injuries. Subsequent investigation revealed that the landing gear extension mechanism was worn and out of adjustment. This was preventing the over centre downlock on the right main gear from positively locking the gear in the down position.