

**Aviation Safety Investigation Report
199600310**

**Piper Aircraft Corp
Seneca**

27 January 1996

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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.

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: 199600310 **Occurrence Type:** Accident
Location: Cummins, (ALA)
State: SA **Inv Category:** 4
Date: Saturday 27 January 1996
Time: 1900 hours **Time Zone** CSuT
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200T
Aircraft Registration: VH-KAE **Serial Number:** 34-7670251
Type of Operation: Charter Passenger
Damage to Aircraft: Substantial
Departure Point: Ceduna SA
Departure Time: 1800 CSuT
Destination: Cummins SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	ATPL	7000.0	26000

Approved for Release: Thursday, February 22, 1996

It was reported that the right main landing gear leg light failed to give a safe down indication after the gear was selected down during the approach to land at Cummins. The pilot was unable to get a safe indication after using both the normal and emergency extension systems so he shut the right engine down and moved the propeller to a horizontal position prior to landing. The aircraft settled onto the right flap during the roll-out.

Post-accident inspection indicated that the torque link bolt of the scissors joint of the right landing gear seized and fractured during the takeoff from Ceduna. When the landing gear was lowered at Cummins the top arm of the torque link contacted the side of the wheel well, preventing the right gear from being lowered. The grease on the torque link bolt had dried out, probably as a result of the aircraft having been left standing for a long time without use. Lack of lubrication probably led to the bolt failure.