

**Aviation Safety Investigation Report
199601844**

**SOCATA - Groupe Aerospatiale
Trinidad**

08 June 1996

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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.

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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: 199601844 **Occurrence Type:** Accident
Location: Coolangatta, Aerodrome
State: QLD **Inv Category:** 4
Date: Saturday 08 June 1996
Time: 1717 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: SOCATA - Groupe Aerospatiale
Aircraft Model: TB-20
Aircraft Registration: VH-JTX **Serial Number:** 517
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Coolangatta QLD
Departure Time: 1508 EST
Destination: Coolangatta QLD

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on</u>	<u>Type</u>	<u>Hours Total</u>
Pilot-In-Command	Private	30.0		200

Approved for Release: Wednesday, October 9, 1996

The pilot reported that the landing gear indication lights showed only two green when the gear was selected down in the circuit at Palmers Island. After checking that the third light bulb was serviceable, he slowed the aircraft on base, and the gear warning horn sounded. The pilot was able to contact the owner of the strip on a mobile phone, and explain the situation. He then carried out two missed approaches, and the strip owner advised that the right gear was not locked down and was hanging at a 45 degree angle. The pilot then tried the emergency method to extend the gear, and yawing and positive g manoeuvres, without success. He then decided to return for a landing at Coolangatta where emergency services were available.

On arrival at Coolangatta several more unsuccessful attempts were made to lower the gear by normal and emergency methods. The aircraft was finally landed on runway 14 on the left main and nose gear, with emergency services in attendance.

Post flight examination of the gear actuating ram revealed that paint on the ram had caused a seal to roll up and effectively jammed the actuator.