

**Aviation Safety Investigation Report
199603897**

**Piper Aircraft Corp
Twin Comanche**

28 November 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: 199603897 **Occurrence Type:** Accident
Location: Gascoyne Junction, (ALA)
State: WA **Inv Category:** 4
Date: Thursday 28 November 1996
Time: 1230 hours **Time Zone** WST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-30
Aircraft Registration: VH-CLJ **Serial Number:** 30-1486
Type of Operation:
Damage to Aircraft: Substantial
Departure Point: Mt James WA
Departure Time: 1145 WST
Destination: Gascoyne Junction WA

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Commercial	4000.0	12000

Approved for Release: Thursday, November 28, 1996

The pilot reported that he selected the landing gear down on the downwind leg. He did not complete his pre-landing checks because he was distracted by his attempt to identify the wind direction from a damaged wind sock. He did not realise the landing gear was still retracted until the aircraft had touched down on its lower fuselage. The landing gear warning horn did not activate until it was too late to do anything about it. The aircraft slid to a stop on the runway. A passenger later observed that he did not see the orange unsafe landing gear light at any stage.

Investigation found that the landing gear selector was in the down position, the circuit breaker was popped and the main gear uplocks had been released