

**Aviation Safety Investigation Report
199500492**

**Piper Aircraft Corp
Twin Comanche**

19 February 1995

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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: 199500492 **Occurrence Type:** Accident
Location: Goondiwindi
State: QLD **Inv Category:** 4
Date: Sunday 19 February 1995
Time: 1215 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-30
Aircraft Registration: VH-ASL **Serial Number:** 30-964
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Caloundra QLD
Departure Time: 1045 EST
Destination: Goondiwindi QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	ATPL	15.0	12000

Approved for Release: Wednesday, July 26, 1995

Whilst in the circuit, the pilot noticed that the landing gear down light was not illuminated. He checked the visual drive indicator in the cabin floor and the external cowl mirrors which indicated to him that the gear was down. During the initial landing roll, the gear collapsed and the aircraft came to a halt on the runway.

Engineering advice indicated that the gear was not fully down when the aircraft landed. This had been caused by the seizure of the gear motor.

It was possible for the pilot to have believed the gear was down from the view he had in the mirrors.

Prior to this occurrence, the pilot had experienced problems with the dimming function of the landing gear indicating light. He had previously landed during the day with the gear light dimmed, and thought that this was again a light dimming problem.