

**Aviation Safety Investigation Report
199501933**

**Rockwell International
Commander**

22 June 1995

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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: 199501933 **Occurrence Type:** Accident
Location: Mackay, Aerodrome
State: QLD **Inv Category:** 4
Date: Thursday 22 June 1995
Time: 1720 hours **Time Zone** EST
Highest Injury Level: None

Aircraft Manufacturer: Rockwell International
Aircraft Model: 114
Aircraft Registration: VH-TZM **Serial Number:** 14259
Type of Operation: Non-commercial Pleasure/Travel
Damage to Aircraft: Substantial
Departure Point: Mackay QLD
Departure Time: 1642 EST
Destination: Mackay QLD

Crew Details:

Role	Class of Licence	Hours on Type	Hours Total
Pilot-In-Command	Private	828.2	985

Approved for Release: Tuesday, March 12, 1996

The pilot reported that when he was inbound the passenger said that he could not hear him through the intercomm. Checks were made but the fault could not be rectified. The pilot said he then noticed considerable static on the radio and although communication with Mackay Tower was not good, he was able hear his landing clearance. There was no response from the flap indicator when flaps were selected, and no gear down indication after gear was selected down. He then activated the emergency gear extension valve, but still had no gear down indication. The pilot said he then assumed he had an electrical failure, and was not sure if the gear was extended or not. The aircraft was then climbed upwind on the runway heading to 1,000 ft. The passenger was aware that there was a problem with the aircraft and was becoming quite distraught and close to panic. The pilot attempted to contact the tower again on both radios without success, and squawked code 7600. After briefing the passenger comprehensively, and carrying out emergency procedures, the pilot landed the aircraft wheels-up on runway 14. The cause of the emergency gear extension failure could not be determined. When the aircraft was inspected by an engineer after the landing the emergency gear extension knob was in the up position. The engine was run on 6 July 1995 to determine the extent of the electrical problem, but no fault could be found.