

**Aviation Safety Investigation Report  
199401338**

**Mooney Aircraft Corp  
M20C**

**20 May 1994**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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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](http://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:** 199401338      **Occurrence Type:** Accident  
**Location:** Mackay  
**State:** QLD      **Inv Category:** 4  
**Date:** Friday 20 May 1994  
**Time:** 1325 hours      **Time Zone:** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Mooney Aircraft Corp  
**Aircraft Model:** M20C  
**Aircraft Registration:** VH-TPB      **Serial Number:** 2786  
**Type of Operation:** Non-commercial Business  
**Damage to Aircraft:** Substantial  
**Departure Point:** Brampton Island QLD  
**Departure Time:** 1310 EST  
**Destination:** Mackay QLD

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	72.0	95

**Approved for Release:** Wednesday, June 5, 1996

The Mooney was landing at Mackay after an uneven flight from Brampton Island. During the landing roll the right main landing gear slowly retracted until the wing was scraping on the ground. The gear extension system for this model aircraft is manually operated by the use of a handle in the cockpit. The pilot advised that the handle was down and locked prior to landing.

A subsequent investigation found that actuation of the landing gear was inhibited due to rust on the surface of the metal drive rods and plates. As a result the right main landing gear had failed to lock into place even when the extension handle was locked down. The right main landing gear slowly retracted as the aircraft settled onto the partially extended leg.

The operator's maintenance facility advised that the aircraft had not flown for an extended period, and that the area where the aircraft was normally parked is close to the sea.