

**Aviation Safety Investigation Report  
199401651**

**Piper Aircraft Corp  
Twin Comanche**

**26 June 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.

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](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:** 199401651                      **Occurrence Type:** Accident  
**Location:** Bankstown  
**State:** NSW    **Inv Category:** 4  
**Date:** Sunday 26 June 1994  
**Time:** 1232 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Piper Aircraft Corp  
**Aircraft Model:** PA-30  
**Aircraft Registration:** VH-EQM                                      **Serial Number:** 30-1350  
**Type of Operation:** Non-commercial Pleasure/Travel  
**Damage to Aircraft:** Substantial  
**Departure Point:** Cooma NSW  
**Departure Time:**  
**Destination:** Bankstown NSW

**Crew Details:**

<b>Role</b>	<b>Class of Licence</b>	<b>Hours on Type</b>	<b>Hours Total</b>
Pilot-In-Command	Private	400.0	1200

**Approved for Release:** Wednesday, May 3, 1995

The pilot reported that after selecting the landing gear down he failed to obtain a safe down and locked indication. He notified the Tower of the situation, then retracted the landing gear and attempted a manual extension. He disarmed the landing gear circuit breaker, placed the selector switch to the "DOWN" position, disengaged the motor release arm and inserted the gear extension handle into the right socket, and after reducing airspeed, pushed the handle as far forward as it would go. As he was still unable to obtain a down and locked indication he landed the aircraft but the landing gear collapsed during the landing roll.

Investigation determined that the landing gear functioned normally during ground testing. The navigation lights were on at the time. This automatically dims the landing gear indication such that it is difficult to see in daylight. The pilot therefore assumed that the gear had not locked in the "DOWN" position after the first extension and he elected to attempt a manual extension. However, the pilot failed to complete the manual extension procedure which requires that after positioning the handle full forward in the right socket, the handle is then inserted into the left socket and the procedure repeated. This failed to lock the landing gear in the "DOWN" position, which subsequently collapsed under the landing loads. The pilot reported that in the fifteen years he had owned the aircraft, he had never performed a practice manual extension of the landing gear in flight.