

**Aviation Safety Investigation Report
199301635**

**Piper Aircraft Corp
Arrow III**

28 May 1993

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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.

Occurrence Number: 199301635 **Occurrence Type:** Incident
Location: Moorabbin
State: VIC **Inv Category:** 4
Date: Friday 28 May 1993
Time: 1627 hours **Time Zone:** EST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-28R-201
Aircraft Registration: VH-RQN **Serial Number:** 28R-7837024
Type of Operation: Non-commercial Practice
Damage to Aircraft: Minor
Departure Point: Moorabbin VIC
Departure Time: 1500 EST
Destination: Moorabbin VIC

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	Private	700.0	800

Approved for Release: Wednesday, October 26, 1994

The pilot departed Moorabbin and conducted a practise instrument flight rules flight, including an instrument landing system approach at Essendon and a practise non-direction beacon approach at Cowes, before returning to Moorabbin. For most of the flight the pilot experienced communications problems with his very high frequency radio. He called inbound to Moorabbin Tower at Carrum and advised of his radio problem. Moorabbin Tower noted that the aircraft's transmissions were readable but there was a loud background squeal. Moorabbin Tower cleared the aircraft for a straight-in approach for runway 35 left and instructed the pilot to report at three miles. At the three miles inbound call the radio appeared to be working fine. At about two miles the pilot was given a clearance to land on runway 35 left.

The pilot thought that he checked that the landing gear had been selected down during the final approach but he cannot remember whether or not the three green "gear down and locked" lights were illuminated. He first became aware of a problem when he heard a grinding noise during the touch down.

Engineers have subsequently found nothing wrong with the landing gear systems. The aircraft was equipped with a landing gear extender which could have automatically extended the gear under low airspeed/low power conditions but the pilot had disengaged this system.

Significant Factors

The following factors were considered relevant to the development of the incident:

1. For most of the flight the pilot had been distracted by radio problems.
 2. The pilot forgot to select the undercarriage down prior to landing.
 3. The pilot had disengaged the backup, automatic landing gear extension system.
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