

**Aviation Safety Investigation Report
199501143**

**Piper Aircraft Corp
Seneca**

17 April 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: 199501143 **Occurrence Type:** Accident
Location: Parafield
State: SA **Inv Category:** 4
Date: Monday 17 April 1995
Time: 1555 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Piper Aircraft Corp
Aircraft Model: PA-34-200
Aircraft Registration: VH-SVS **Serial Number:** 34-7350172
Type of Operation: Instructional Other Training
Damage to Aircraft: Substantial
Departure Point: Parafield SA
Departure Time: 1510 CST
Destination: Parafield SA

Crew Details:

<u>Role</u>	<u>Class of Licence</u>	<u>Hours on Type</u>	<u>Hours Total</u>
Pilot-In-Command	Commercial	400.0	5100

Approved for Release: Friday, November 8, 1996

The pilot made a slightly heavier than normal landing. During the landing roll the nose gear down light extinguished, and the nose gear collapsed.

An investigation revealed the nose gear retraction ram mounting bracket had failed, allowing the nose gear to fold rearwards.

The aircraft had been involved in a similar occurrence 70 hours previously when the original factory installed aluminium mounting bracket failed. The bracket used to effect the repair was made from the same type of material, and had failed in a similar manner.

Later models of this type of aircraft are fitted with a steel bracket.

Research of the Bureau's occurrences database, and contact with the manufacturer did not indicate this type of aluminium bracket was unduly prone to failure. Because the new stronger steel bracket is now available from the manufacturer no further safety action is considered necessary.