



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference	CA18/2/3/7999	
Aircraft Registration	ZU-CYJ	Date of Accident	6 August 2005		Time of Accident	0645Z
Type of Aircraft	Velocity Elite LW RG		Type of Operation	Private		
Pilot-in-command Licence Type		Private	Age	51	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	302.9		Hours on Type	138.4
Last point of departure		Syferfontein Aerodrome (FASY)				
Next point of intended landing		Richards Bay Aerodrome (FARB)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Richards Bay Aerodrome (FARB)						
Meteorological Information		Wind 270° at 10 kts, temperature 15°C, visibility good				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot was on a flight from Syferfontein Aerodrome to Richards Bay Aerodrome.</p> <p>On touchdown, the main landing gear collapsed. According to the pilot, he might have omitted to check whether the two green lights had illuminated. He was concerned and distracted because he had been cleared to land, but there was a large passenger aircraft on the threshold of runway 05. He stated that he selected the gear down as well as the speed brake to slow the approach, and was worried about getting the jet wash of the large aircraft that by that time had started to roll. He landed the aircraft as soon as possible to avoid the jet wash but apparently without the main gear locked in position.</p> <p>Neither the pilot nor passenger was injured in the accident.</p> <p>The aircraft sustained damage to the bottom rear fuselage, lower right and left winglets and to the propeller. On investigation, it was found that the main landing gear had in fact failed. There was some damage found on the pilot side pulley that indicated that the cable that is connected to the main gear had slipped off from the pulley, causing it to jam and thus preventing the gear from dropping out.</p> <p>The last annual inspection prior to the accident was certified on 01 December 2004 at a total of 110.5 airframe hours, and the aircraft had flown a further 60.3 airframe hours since.</p>						
Probable Cause						
The main gear cable had slipped off the pulley, resulting in the gear collapsing on landing.						
IARC Date	21 April 2008		Release Date	Reviewed by EM: AIID October 2009		