



Ref: 0355

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

INCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-LVW	Date of Incident	13 September 2004	Time of Incident	1400Z
Type of Aircraft	Cessna 210L	Type of Operation	Ferry Flight		
Pilot-in-command License Type	Commercial	Age	43	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	611.7	Hours on Type	151.6	
Last point of departure	Grand Central Aerodrome (FAGC)				
Next point of intended landing	Wonderboom Aerodrome (FAWB)				
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)					
Runway 11 at Wonderboom Aerodrome					
Meteorological Information	The Wind was reported as calm from the North West gusting at 12kt. Temperature: 25°C, CAVOK.				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0

Synopsis

The pilot was to ferry the aircraft from FAGC to FAWB for maintenance purposes. During the pre-flight inspection he noticed that the nose oleo had completely collapsed due to a leaking oil seal. He requested maintenance personnel to inflate the nose oleo and pump the nose wheel. The pre-flight inspection was then completed with no other defects found.

The pilot took off from Grand Central Aerodrome to Wonderboom Aerodrome. Upon entering the Wonderboom airspace the pilot contacted the tower for landing clearance. He was cleared for a straight in approach for Runway 11. The wind was reported to be calm and he proceeded for a normal landing with full flaps. On touchdown brakes were applied but the aircraft suddenly veered to the left of the runway and the right wingtip contacted the runway. The pilot managed to regain control of the aircraft and exited the runway via the first taxiway. After shut-down the pilot noticed that the propeller had struck the runway surface. He noticed that the wind was gusting at approximately 330°/12kts according to the windsock located in the centre of the field. The wind condition was discussed with the Air Traffic Controller, which changed the active runway after the incident to Runway 06.

The anemometer is located on the roof of the tower. On many occasions the indication received by the controller is not a true reflection of what is happening on the runway threshold of any particular runway. The basic principle still stand that the pilot need to monitor the windsock during his approach for landing.

The pilot was not injured.

The last MPI was certified on 4 December 2003 at a total of 1806.8 airframe hours. The aircraft had flown further 70.2 hours since the last MPI.

Probable Cause

On landing the pilot experienced a tail wind condition, which caused the tail section of the aircraft to lift, rendering him with limited to no directional control, which caused him to veer off to the left, resulting in right wing and propeller damage.