



Ref: 7854

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-MXF	Date of Accident	05 September 2004	Time of Accident	0815Z
Type of Aircraft	CESSNA 210	Type of Operation	Private		
Pilot-in-command Licence Type	Private pilot	Age	54	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	215.5	Hours on Type	50.0	
Last point of departure	Mabalingwe Private Aerodrome				
Next point of intended landing	Lanseria Aerodrome (FALA)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On Runway 24R at Lanseria Aerodrome					
Meteorological Information	Wind 090° at 13knots. Visibility: Good. Temperature: +25°C				
Number of people on board	1+0	No. of people injured	0	No. of people killed	0

Synopsis

The pilot was engaged on a private flight from Mabalingwe to Lanseria Aerodrome.

The pilot stated that he joined the circuit on the right hand base leg at Lanseria Aerodrome as instructed by the ATC and was cleared to land on Runway 24R. The pilot stated that while flaring the aircraft during the landing he felt the propeller strike the runway. The undercarriage was not extended and the aircraft skidded approximately 200 meters before it came to rest on the runway. The pilot reported the accident to the tower, switched off the master switch and magnetos and evacuated the aircraft.

The pilot was not injured but the aircraft sustained damage to the propeller, the bottom fuselage and the left hand stabilizer tip.

The pilot reported “strong” cross wind conditions from the left which distracted his attention during final approach.

According to available records the aircraft was properly maintained. It had accumulated a total of 4085.5 airframe hours at the time of the accident. Both the engine and the propeller had accumulated 471 and 562 airframe hours respectively since overhaul. The last Mandatory Periodic Inspection was certified on 27 December 2003 with a total of 4010.2 airframe hours. A total of 75.3 airframe hours was flown since the last MPI was certified.

The aircraft was recovered to a Aircraft Maintenance Organisation where several tests were conducted on the undercarriage retraction system and no defect was found.

Probable Cause

The pilot failed to extend the undercarriage prior to the landing which resulted in a wheels-up landing.

A contributing factor was that the pilot failed to complete his pre-landing checks.