



J10/2/6955

N/A

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	2 October 1998	<b>Time of Accident</b>	0900 Z	
<b>Aircraft Registration</b>	<b>ZS-RAH</b>	<b>Type of Aircraft</b>	<b>Cessna 310</b>	
<b>Pilot-in-command Licence Type</b>	Commercial		<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	12 781	Total Hours on Type	451
<b>Last point of departure</b>	Hluhluwe			
<b>Next point of intended landing</b>	Kob Inn			

**Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)**

Runway 27 at Kob Inn

<b>Meteorological Information</b>	Wind: 270/15 - Temperature: +20°C - Cloud Cover: 8/8 - Cloud Base: 2000 ft				
<b>Number of people on board</b>	1+4	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil

**Synopsis**

The pilot, accompanied by four passengers, was on a domestic charter flight from Hluhluwe to Kob Inn. On arrival at Kob Inn, the gear was selected down but the green light from the right hand gear failed to illuminate. The gear was recycled but the green light still failed to illuminate. The pilot then attempted to use the emergency gear extension system but found that he could not move the gear further down. He then elected to land the aircraft with the gear in the unsafe position.

Kob Inn is an unlicensed aerodrome with a grass runway 09/27 approximately 2100 ft in length. Electrical conductors are located close to the threshold of runway 27, which is the runway on which the pilot elected to land due to the prevailing weather conditions. Although the runway is 2100 ft in length, the presence of the nearby electrical conductors effectively shorten the available runway length.

On landing, the pilot realised that he would not be able to bring the aircraft to a halt in the available runway distance remaining and deliberately ground looped the aircraft to prevent it from ending up in a ravine. This caused the right hand gear to collapse with subsequent damage to the right hand wing tip, propeller and engine cowling and the tail cone.

Nobody was injured in the accident.

**Probable Cause**

The pilot was preoccupied with the persisting landing gear problem and landed deep which caused him to depart the end of the runway. A contributory factor is the presence of the electrical conductors erected in the approach path of runway 27, which effectively reduce the available runway length.