



Ref: 7456

SOUTH AFRICAN CIVIL AVIATION AUTHORITY**ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-KEW	Date of Accident	30 January 2002	Time of Accident	1300Z
Type of Aircraft	GRUMMAN G164B		Type of Operation	Agricultural	
Pilot-in-command Licence Type	Commercial	Age	46	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	4988.45	Hours on Type	2381.3	
Last point of departure	Tshivase Tea Estate Private Aerodrome (Louis Trichardt)				
Next point of intended landing	Tshivase Tea Estate Private Aerodrome (Louis Trichardt)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Tshivase Tea Estate Private Aerodrome					
Meteorological Information	Surface wind direction: 045° at 3kt, temperature 29°C, CAVOK				
Number of people on board	1	No. of people injured	0	No. of people killed	0

Synopsis

The pilot was executing a crop spraying detail (fertilizer) at Tshivase tea Estate near Louis Trichardt.

The pilot stated that after completion of the crop spraying detail, he landed back at Tshivase Tea Estate but shortly after landing, the right-hand main landing gear collapsed and the lower wing made contact with the ground. The aircraft subsequently veered to the right and the aircraft eventually came to rest in a ditch in a nose down attitude.

The left-hand and right-hand upper and lower wings were substantially damaged but the pilot was not injured during the accident.

The Operator was in possession of a valid AOC (Air Operating Certificate) No. G168D which was issued on 23 March 2001 and expired on 25 February 2002.

The last MPI was certified on 11 January 2002 at a total of 6640 airframe hours and the aircraft had flown a further 42.5 hours since the MPI was certified.

According to the owner of the aircraft, the runway surface was rough and numerous take-off and landings were executed on the runway. The right-hand wheel entered a hole on the side of the runway, causing the right-hand landing gear spring leg to bend backwards and the upper attachment bolts to fracture due to an overload.

Probable Cause

The right-hand main landing gear entered a hole on the side of the runway causing the landing gear spring upper attachment bolt to fracture due to an overload. As a result, the pilot was subsequently unable to maintain runway heading.