



Ref: 7516

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

<b>Aircraft Registration</b>	<b>ZS-ETU</b>	<b>Date of Accident</b>	12 June 2002	<b>Time of Accident</b>	1102Z
<b>Type of Aircraft</b>	CESSNA 310L	<b>Type of Operation</b>	Training		
<b>Pilot-in-command License Type</b>	Airline Transport Pilot	<b>Age</b>	45 yrs	<b>License Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	13800 hrs	<b>Hours on Type</b>	1100 hrs	
<b>Last point of departure</b>	Nelspruit Aerodrome				
<b>Next point of intended landing</b>	Nelspruit Aerodrome				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
On Runway 22 at Nelspruit Aerodrome.					
<b>Meteorological Information</b>	Weather was fine.				
<b>Number of people on board</b>	2	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil
<b>Synopsis</b>	<p>The aircraft was on a training flight in the Nelspruit area. The pilot-in-command stated that they landed on Runway 22 at Nelspruit Aerodrome and after the speed was reduced to about 30 knots the left-hand landing gear collapsed. This caused the aircraft to veer off the runway to the left, close to the start of the right-hand taxiway intersection and came to rest a little way after the taxiway intersection</p> <p>If the operation of the landing gear of the type of aircraft is carefully analyzed, it is evident that the rigging of the landing gear retraction/extension system is very critical. An out of rigging condition can very easily lead to the collapse of a landing gear leg.</p>				
<b>Probable Cause</b>					
The left-hand main landing gear was not in a proper down and locked condition and collapsed during the landing roll. It is believed that the landing gear retraction/extension system was not in a proper rigged state and it resulted in the left-hand landing gear not being driven into the over-centre down and locked position.					