



Ref: 7536

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

<b>Aircraft Registration</b>	V5-JTF	<b>Date of Accident</b>	31-07-2002	<b>Time of Accident</b>	10:15Z
<b>Type of Aircraft</b>	CESSNA 310		<b>Type of Operation</b>	Domestic Charter Flight	
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	20 Years	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	694.20 Hours		Hours on Type	12.9 Hours
<b>Last point of departure</b>	Virginia Aerodrome				
<b>Next point of intended landing</b>	Lanseria Airport				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Lanseria Airport					
<b>Meteorological Information</b>	The weather was fine and the temperature +16°C				
<b>Number of people on board</b>	1	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil
<b>Synopsis</b>	<p>After take-off from Virginia Aerodrome en route to Pilanesberg, the undercarriage failed to retract. The pilot then attempted to extend the undercarriage with the normal and emergency system but the undercarriage unsafe warning light remained illuminated.</p> <p>After several unsuccessful attempts to get the undercarriage unsafe warning light to extinguish, the pilot decided to divert to Lanseria Airport.</p> <p>During a fly past at Lanseria, the ATC advised the pilot that the right-hand main undercarriage was not fully extended.</p> <p>The pilot then elected to retract the undercarriage and belly-landed the aircraft on Runway 06R at Lanseria.</p> <p>The aircraft undersurface was damaged and both propellers struck the ground.</p> <p>The pilot was not injured.</p>				
<b>Probable Cause</b>					
The right-hand aft upper attachment pin of the main undercarriage trunnion migrated out from its secured position after the slotted securing pin had corroded and broken away.					