



Ref: 7545

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

Aircraft Registration	ZS-NOX	Date of Accident	25/08/2002	Time of Accident	1545Z
Type of Aircraft	CESSNA T303	Type of Operation	Domestic Charter		
Pilot-in-command Licence Type	Commercial	Age	35	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	3271.6	Hours on Type	12.1	
Last point of departure	Mkuzi – Private Aerodrome				
Next point of intended landing	Wonderboom Aerodrome (FAWB)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Wonderboom Aerodrome (FAWB)					
Meteorological Information	Fine weather conditions prevailed with a NE wind at approximately 5 kts and the visibility of >10km.				
Number of people on board	1+4	No. of people injured	0	No. of people killed	0

Synopsis

On 25 August 2002 the pilot flew a charter flight from FAWB to Mkuze falls where 4 passengers boarded the aircraft for a return flight to FAWB.

On arrival at FAWB the R/H landing gear failed to extend and a wheels-up landing was executed in fine weather conditions.

The occupants did not sustain any injuries, but the aircraft sustained substantial damage.

The pilot was correctly licensed and rated on the aircraft type and was also the holder of a valid medical certificate.

According to available records the aircraft was correctly maintained as per the inspection requirements.

Inspection revealed that the Metering Tube Assembly, located in the R/H oleo strut, had failed. This resulted in the oleo leg to extend whilst in the wheel-well area, which in turn resulted in the wheel getting stuck in the wheel well area, hence the R/H landing gear failing to extend.

The operator had a valid Class II Air Services Licence and valid AOC, which expired on 19 January 2003.

A previous safety recommendation in this regard was not implemented. Had it been done, further accidents/incidents could have been prevented.

Probable Cause

The Metering Tube Assembly, located in the right-hand oleo strut, had failed. The latter resulted in the oleo leg to extend whilst in the wheel-well area, which in turn resulted in the wheel getting stuck in the wheel well area, hence the R/H landing gear failing to extend.