



Ref: 7697

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

<b>Aircraft Registration</b>	ZS-SWI	<b>Date of Accident</b>	07 September 2003		<b>Time of Accident</b>	1227Z
<b>Type of Aircraft</b>	PIPER PA-30		<b>Type of Operation</b>		Training	
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	21	<b>Licence Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>	<b>Total Flying Hours</b>	1277.30		<b>Hours on Type</b>	267.6	
<b>Last point of departure</b>	Lanseria Aerodrome					
<b>Next point of intended landing</b>	Lanseria Aerodrome					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Lanseria Aerodrome Runway 06L						
<b>Meteorological Information</b>	The weather was fine, the wind 360/08kt and the visibility good					
<b>Number of people on board</b>	2 + 1	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil	
<b>Synopsis</b>	<p>The Instructor stated that during a training flight, he joined the right hand downwind prior to landing on Runway 06L at Lanseria and selected the landing gear to the down position, but the green down and locked light failed to illuminate. He then recycled the landing gear and attempted to lower the landing gear with the emergency extension lever, but it was to no avail.</p> <p>During the fly-past, the tower confirmed that the left-hand main landing gear was only partially extended.</p> <p>The Instructor then landed with both engines shut-down and the propellers feathered. Upon landing, the left-hand main gear collapsed and the aircraft ground looped through approximately 60 degrees.</p> <p>The left hand wing was only slightly damaged. Nobody was injured in the accident.</p> <p>The last MPI (Mandatory Periodic Inspection) was certified on 10 July 2003 at a total of 6360.00 airframe hours. The aircraft had flown 82.00 hours since the MPI was certified.</p> <p>The Instructor was the holder of a valid licence at the time of the accident with a Grade 2 Instructor Rating. His Medical Certificate was valid until 28 February 2004.</p>					
<b>Probable Cause</b>						
It appears that the left-hand main landing gear inner push-pull cable was not properly swaged at the rod-end fitting at the gearbox transmission below the cockpit floor. A contributory factor could also be that the push-pull cable became stiff with no lubrication and eventually caused the cable to pull free from the rod-end fitting.						