Ref: 7801

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	**ZS-JRY**	**Date of Accident**	13 May 2004	**Time of Accident**	1300Z
Type of Aircraft	ROCKWELL COMMANDER 112	**Type of Operation**	Private		
Pilot-in-command Licence Type	Private	**Age**	24	**Licence Valid**	Yes
Pilot-in-command Flying Experience	Total Flying Hours	156.7		Hours on Type	35.1
Last point of departure	Progress Aerodrome (FAPZ)				
Next point of intended landing	Progress Aerodrome (FAPZ)				

Location of the accident site with reference to easily defined geographical points (GPS readings if possible)

Progress Aerodrome (FAPZ)

Meteorological Information	Fine weather conditions prevailed at the time of the accident. The wind was 250/15. Visibility good with no cloud and the prevailing temperature at +20˚C.				
Number of people on board	1 + 0	**No. of people injured**	0	**No. of people killed**	0

Synopsis

The seat tracks of the aircraft were replaced as part of the on-going maintenance program of the aircraft. On completion of the above mentioned work, the pilot intended to go for a private flight with the aircraft.

On 14 May 2004, during fine weather conditions, the pilot lined the aircraft up on the runway and commenced with the normal pre-take-off checks.

On application of full power, the undercarriage unsafe warning sounded and the “Red light”, indicating that the gear is in transit, illuminated and the left hand main landing gear collapsed, causing minor damage to the left flap.

The pilot was correctly licenced and type rated on the aircraft type and held a valid medical certificate as a private pilot, valid until 8 August 2005.

According to available records the aircraft was correctly maintained. The last MPI was certified on 5 March 2004 at 5165.8 airframe hours and the aircraft has accumulated a further 47.08 airframe hours since the last MPI was certified.

Probable Cause

During the replacement of the seat rails (Front seats), the rivets holding the seat rail in position, had to be drilled out. In doing so, the drill bit penetrated the power line, activating the power pack, which in turn supplies power to retract the landing gear. Here-after, another rivet was fitted to secure the seat rail in position. This rivet was to long and due to possible vibration made intermittent contact between the power line and the body (negative) of the aircraft. When contact was made between the aircraft body and the power pack power line, the power pack was activated to retract the landing gear.