



Ref: 7862

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

<b>Aircraft Registration</b>	<b>ZS-LKO</b>	<b>Date of Accident</b>	18 Sept 2004	<b>Time of Accident</b>	1515Z
<b>Type of Aircraft</b>	PIPER PA-34-220T		<b>Type of Operation</b>	Test Flight	
<b>Pilot-in-command Licence Type</b>	Private	<b>Age</b>	56	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	2890.2	Hours on Type	54.1	
<b>Last point of departure</b>	Wonderboom Aerodrome (FAWB)				
<b>Next point of intended landing</b>	Wonderboom Aerodrome (FAWB)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Runway 29 at Wonderboom Aerodrome (FAWB)					
<b>Meteorological Information</b>	Fine weather conditions prevailed at the time of the accident. The wind was 290/25 knots and the temperature was at 28°C. There was 5/8 cloud @ 8000'.				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>					

The pilot, accompanied by the owner, took-off from FAWB, Rwy 29, at 1450Z for a test flight, following an MPI after the aircraft was rebuilt.

After take-off, when the pilot retracted the landing gear, he was informed by the ATC that the nose landing gear did not fully retract. The pilot then lowered the landing gear again and received 3 green lights, indicative of the landing gear being down-and-locked and completed the test flight with the landing gear extended.

On return, the pilot conducted a flight past the ATC tower, who confirmed that the gear appears to be down. The pilot then confirmed to the ATC that he had 3-green lights, indicative of the landing gear being down-and-locked and carried out a normal landing on Runway29.

However, after the nose landing gear settled on the ground and when the pilot applied brakes, the nose landing gear collapsed, causing substantial damage to the nose cone and both propellers.

Fine weather conditions prevailed at the time of the accident although the wind was fairly strong.

The pilot was correctly licenced and type rated on the aircraft and held a valid medical certificate and a Test Pilot Rating, valid until 28 August 2006.

**Probable Cause**

It would appear that the nose landing gear rigging was incorrectly carried out. The down-lock switch on the nose landing gear made contact before the nose landing gear was down and locked, providing a green light indication in the cockpit before the nose landing gear was down-and-locked. Furthermore it was established that the left-hand nose landing gear door interfered with the fork of the nose landing gear during the retraction of the landing gear.