



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8134	
Aircraft Registration	ZS-NKL	Date of Accident	2 June 2006		Time of Accident	0815Z
Type of Aircraft	Piper 34-200T		Type of Operation		Private	
Pilot-in-command Licence Type		Private Pilot	Age	46	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	450.27		Hours on Type	119.62
Last point of departure		Kitty Hawk Aerodrome (FAKT)				
Next point of intended landing		Tzaneen Aerodrome (FATZ)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On Runway 29 at Wonderboom Aerodrome.(FAWB)						
Meteorological Information		Wind: Light Westerly Temperature: 18°C Visibility: CAVOK				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot accompanied by a passenger departed from Kitty Hawk Aerodrome on a private flight to Tzaneen Aerodrome. After take-off the pilot retracted the landing gear, but the left-hand main landing gear failed to lock in the up position. The pilot then recycled the landing gear but found that the left-hand main landing gear also failed to lock down. The pilot then decided to use the emergency extension system, but this was also unsuccessful. There was still no green light on the left-hand undercarriage. The pilot then decided to divert to Wonderboom Aerodrome with emergency services available to assist during a wheels up landing. The pilot then informed the Air Traffic Controller (ATC) at Wonderboom of the landing gear problem and requested the controller to check the state of the landing gear during a flight past. It was confirmed by the ATC and also by another pilot flying behind the aircraft that the left main landing gear was not fully extended. The pilot decided to burn off fuel prior to landing with the landing gear selected to the retracted position at Wonderboom Aerodrome. The aircraft landed on Runway 29 with both propellers feathered and runway sprayed with foam. The aircraft skidded for 380 meters on the fuselage under surface before the aircraft came to a complete stop.</p> <p>The pilot and passenger sustained no injuries. The aircraft sustained only slight damage to the under-surface and slight propeller damage.</p> <p>The last MPI (Mandatory Periodic Inspection) that was certified on the aircraft prior to the accident was on 4307.9 airframe hours. At the time of the accident the aircraft had accumulated a further 35.8 airframe hours since the last MPI was certified.</p>						
Probable Cause						
<p>The left hand main landing gear brace bearing failed. As a result the pilot was unable to retract or extend the landing gear rendering a wheel's up landing inevitable.</p>						
IARC Date				Release Date		