



## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8226	
<b>Aircraft Registration</b>	<b>ZS-PBR</b>	<b>Date of Accident</b>	22 December 2006		<b>Time of Accident</b>	0815Z
<b>Type of Aircraft</b>	Partenavia P68-TC		<b>Type of Operation</b>	Private		
<b>Pilot-in-command Licence Type</b>		Commercial	<b>Age</b>	55	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	3 219.0		Hours on Type	20.2
<b>Last point of departure</b>		Private aerodrome near Alldays				
<b>Next point of intended landing</b>		Private aerodrome near Alldays				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Private aerodrome near Alldays (GPS position: South 22°28.063' East 029°10.460', elevation ± 2 900 feet AMSL)						
<b>Meteorological Information</b>		Surface wind; Easterly at 5kt, Temperature; 28°C, Visibility; Good				
<b>Number of people on board</b>	1 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>On the morning of 22 December 2006, the pilot being the sole occupant onboard the aircraft taxied towards the threshold of Runway 27. The pilot had elected to steer the aircraft slightly to the right of the runway in order to initiate a left turn to line up with the runway for take-off. During this manoeuvre the nose wheel entered a subsurface hole in soft sand on the runway, which caused the upper torque link to fail and the bulkhead, which supports the nose landing gear to partially separate from the nose structure of the aircraft. The pilot was not injured during the event.</p> <p>The runway on the farm, which consisted of a compacted sand/gravel surface, was fairly new, and a substantial amount of trees had to be removed during the construction phase there off (these trees was still laying on the side of the runway at the time). It would appear that some of the tree roots were not properly removed during the construction phased and had become decomposed creating the subsurface hole. The hole was approximately 30cm (12 inches) deep.</p> <p>The pilot was the holder of a valid commercial pilot's licence and had the aircraft type endorsed in his logbook. He held a valid medical certificate until 28 February 2007 stating that must wear corrective lenses while enjoying the privilege of his license. The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 19 September 2006 at 1 609.25 airframe hours. Since the MPI inspection the aircraft had flown a further 36.4 hours. The Aircraft Maintenance Organisation (AMO No. 291) that has certified the last maintenance on the aircraft prior to the event was in possession of a valid AMO Approval at the time.</p>						
<b>Probable Cause</b>						
<p>The nose wheel of the aircraft entered into a subsurface hole on the runway while the pilot was taxiing towards the threshold of Runway 27, which caused the nose assembly of the aircraft to collapse.</p>						
<b>IARC Date</b>				<b>Release Date</b>		