

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8907	
Aircraft Registration	ZS-JCB	Date of Accident	13 March 2011		Time of Accident	1230Z
Type of Aircraft	CESSNA U206F		Type of Operation		Private	
Pilot-in-command Licence Type		Private	Age	49	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	245,8		Hours on Type	14,6
Last point of departure		New Tempe Aerodrome (FATP)				
Next point of intended landing		Aeropark airstrip, Zynkraal				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Aeropark at Zynkraal on runway 08						
Meteorological Information		Surface wind: 350/10; visibility: CAVOK; temperature: 25 °C; cloud cover: clear				
Number of people on board	1 + 3	No. of people injured	0	No. of people killed	0	
Synopsis		<p>The pilot, accompanied by three passengers, reported that he departed from New Tempe (FATP) at 08:30 for Aeropark Zynkraal, flight plan number 113 filed with Johannesburg briefing office. The flight was uneventful until the destination was reached.</p> <p>The pilot reported that during the final landing stages, just before touchdown, he experienced an unexpected gust of wind which lifted the right wing slightly. The pilot reported that he instinctively corrected before landing, but then the aircraft bounced. The pilot's concentration may have been distracted by the sudden gust of wind during the landing approach, which made it difficult for the pilot to land the aircraft safely.</p>				
Probable cause						
<p>The pilot lost control of the aircraft during the landing approach due to a sudden gust of wind which lifted the right wing of the aircraft.</p>						
IARC Date			Release Date			



AIRCRAFT ACCIDENT REPORT

Name of Owner/Operator : Financial Rescue Services CC
Aircraft Manufacturer : Cessna Aircraft Company
Model : Cessna U206F
Nationality : South African
Registration Marks : ZS-JCB
Place : Aeropark (Zynkraal)
Date : 13 March 2011
Time : 1230Z

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (1997) this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to establish legal liability.***

Disclaimer:

This report is given without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of flight

- 1.1.1 The pilot, accompanied by three passengers, reported that he departed from New Tempe (FATP) at 08:30 for Aeropark Zynkraal, flight plan number 113 filed with Johannesburg briefing office. The flight was uneventful until the destination was reached.
- 1.1.2 At Aeropark a normal unmanned procedure was flown, eventually joining a right downwind for runway 09. The wind was observed from the smoke of a nearby fire and the windsock at the threshold. A normal circuit was flown with the mixture setting at full rich, prop full fine and full flaps. The approach speed was 80kts. Power was cut over the threshold. Just before expected touchdown, an unexpected gust of wind lifted the right wing slightly. The pilot reported that he instinctively corrected before landing, but then the aircraft bounced.
- 1.1.3 The pilot reported that after the landing he could see and feel that the nose was low and attempted to keep the nose up with as much back pressure as possible. The pilot then taxied the aircraft off the runway, cut the engine, closed the fuel tanks and turned off the avionics and master. The passengers and the pilot disembarked without any injuries.
- 1.1.4 The pilot reported that during a walk-around inspection after the landing, he observed a nose gear failure, which had resulted in a propeller strike.

1.2 Injuries to persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	1	-	3	-

1.3 Damage to aircraft

1.3.1 The aircraft sustained substantial damage.

1.4 Other damage

1.4.1 No other damage was reported.

1.5 Personnel information

Nationality	South African	Gender	Male	Age	49
Licence number	*****	Licence type	Private		
Licence valid	Yes	Type endorsed	Yes		
Ratings	None				
Medical expiry date	30 June 2011				
Restrictions	Corrective lenses				
Previous accidents	None				

Flying experience:

Total hours	245,8
Total past 90 days	5,6
Total on type past 90 days	5,6
Total on type	14,6

1.6 Aircraft information

Airframe:

Type	Cessna U206F	
Serial number	U206F	
Manufacturer	Cessna Aircraft Company	
Date of manufacture	1975	
Total airframe hours (at time of accident)	3651,0	
Last MPI (date & hours)	22 October 2010	3613,0
Hours since last MPI	38	
C of A (issue date)	22 August 2002	
C of R (issue date) (present owner)	09 December 2008	
Operating categories	Standard	

Engine:

Type	Continental-10-520-F
Serial number	835153R
Hours since new	279,1
Hours since overhaul	TBO not reached

Propeller:

Type	Hartzell PHC/C3YF-IRF
Serial number	EE1207E
Date of overhaul Midlife inspection	15 April 2008
Hours since overhaul	232,6

1.7 Meteorological information:

1.7.1 The following information was provided by the pilot on the pilot questionnaire:

Wind direction	350	Wind speed	10	Visibility	CAVOK
Temperature	28C	Cloud cover	Clear	Cloud base	-----
Dew point	-----				

1.8 Aids to navigation

1.8.1 The aircraft was fitted with standard navigational instrument equipment as approved by the regulator for this aircraft type. No abnormalities were reported prior to the accident.

1.9 Communications

1.9.1 The aircraft was fitted with standard communication equipment as approved by the regulator for this aircraft type. No abnormalities were reported prior to the accident.

1.10 Aerodrome information

1.10.1 The accident occurred at Aeropark airstrip at Zynkraal on runway 08.

1.11 Flight recorders

1.11.1 The aircraft was not equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR) nor was it required by regulation to be fitted to this aircraft type.

1.12 Wreckage and impact information

1.12.1 The pilot reported that just before the expected touchdown, an unexpected gust of wind lifted the right wing slightly. The pilot reported that he instinctively corrected before landing, but then the aircraft bounced.

1.12.2 The pilot reported that after the landing he could see and feel that the nose was low and attempted to keep the nose up with as much back pressure as possible.

1.12.3 The pilot reported that during a walk-around inspection after the landing he observed a failure of the nosegear, which had resulted to a propeller strike. The aircraft sustained damage on the cargo pod, propeller and the nosewheel.

1.13 Medical and pathological information

1.13.1 None.

1.14 Fire

1.14.1 There was no evidence of pre- or post-impact fire.

1.15 Survival aspects

1.15.1 The pilot and the passengers were wearing their safety harnesses and neither they nor the seats failed during the accident.

1.16 Tests and research

1.17.1 None.

1.17 Organisational and management information

1.17.1 This was a private flight and a privately owned aircraft.

1.17.2 The AMO was in possession of a valid AMO approval certificate, which was issued on 1 November 2010 and which was to expire on 31 October 2011. The last audit of the AMO was performed on 12 October 2010. According to SACAA records, six findings and four observations were made and an acceptable action plan was received by the regulator from the operator. The findings were closed.

1.18 Additional information

1.18.1 None.

1.19 Useful or effective investigation techniques

1.19.1 None.

2. ANALYSIS

- 2.1 The pilot, accompanied by three passengers, reported that he departed from New Tempe (FATP) at 08:30 for Aeropark Zynkraal, flight plan number 113 filed with Johannesburg briefing office. The flight was uneventful until the destination was reached.
- 2.2 The pilot reported that during the final landing stages, just before touchdown, he experienced an unexpected gust of wind which lifted the right wing slightly. The pilot reported that he instinctively corrected before landing, but then the aircraft bounced. The pilot's concentration may have been distracted by the sudden gust of wind during the landing approach, which made it difficult for the pilot to land the aircraft safely.
- 2.3 The pilot reported that after the landing he could see and feel that the nose was low and attempted to keep the nose up with as much back pressure as possible. During a walk-around inspection after the landing, the pilot reported a failure of the nose gear, which had resulted in a propeller strike. The aircraft sustained damage to the cargo pod, propeller and the nose wheel.

3. CONCLUSION

3.1 Findings

- 3.1.1 The aircraft had a valid certificate of registration and a valid certificate of airworthiness.
- 3.1.2 The maintenance records indicated that the aircraft was maintained in accordance with existing regulations and approved procedures.
- 3.1.3 The aircraft was serviceable when dispatched for the flight.
- 3.1.4 No anomalies on the engine and the airframe were identified during the investigations.
- 3.1.5 Both pilots were properly licensed and medically fit for the flight in accordance with existing regulations.
- 3.1.6 The student pilot lost control of the aircraft during the landing approach due to a sudden gust of wind which lifted the right wing.
- 3.1.7 The accident happened on a prepared runway.
- 3.1.8 The pilot reported fine weather conditions at the time of the landing approach; however, a sudden gust of wind was experienced during the final stages of the approach which distracted his concentration.

3.2 Probable cause/s

3.2.1 The pilot lost control of the aircraft during the landing approach due to a sudden gust of wind which lifted the right wing of the aircraft.

4. SAFETY RECOMMENDATIONS

4.1 None.

5. APPENDICES

5.1 None.

Compiled by F M Motaung

Date: 26 May 2011

For: Director of Civil Aviation

Investigator-in-charge:

Date:

Co-Investigator:

Date: