

**SHORT REPORT AND EXECUTIVE SUMMARY**

				Reference:	CA18/3/2/1139	
<b>Aircraft Registration</b>	ZS-EVB	<b>Date of Incident</b>	06 November 2015		<b>Time of Accident</b>	07:40Z
<b>Type of Aircraft</b>	PA-30		<b>Type of Operation</b>	Training (Part 141)		
<b>Pilot-in-command Licence Type</b>	CPL		<b>Age</b>	27	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>			1500	<b>Hours on Type</b>	130	
<b>Last point of departure</b>	Rand Aerodrome (FAGM)					
<b>Next point of intended landing</b>	Rand Aerodrome (FAGM)					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Runway 03 at FAVV (Vereeniging Aerodrome)						
<b>Meteorological Information</b>	Surface wind: 030° at 10knots. Visibility: CAVOK					
<b>Number of people on board</b>	2 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>	<p>The instructor pilot and the student pilot took off from FAGM for circuit training (which included “touch and go”) at FAVV and returned to FAGM for a full stop landing. During the sixth circuit training the student neglected to lower the landing gear as a result the aircraft landed with the wheels up. The landing gear retraction test cycle was conducted and there was no anomalies found.</p> <p>The aircraft sustained damage to the propeller and underbelly of the fuselage, but neither the instructor pilot nor the student pilot were injured during the landing. The investigation revealed that the pilot neglected to lower the landing gear followed by a wheels up landing.</p>					
<b>Probable Cause</b>						
<p>The student neglected to select the landing gear down prior to the landing on Runway 03 at FAVV resulting in wheels up landing.</p>						
<b>SRP Date</b>	25 April 2017		<b>Release Date</b>	05 May 17		

## AIRCRAFT ACCIDENT REPORT

**Name of Owner** : Chavoos Digital cc  
**Name of Operator** : African Skyline Pty Ltd  
**Manufacturer** : Piper Aircraft Company  
**Model** : PA-30  
**Nationality** : South African  
**Registration Marks** : ZS-EVB  
**Place** : FAVV (Vereeniging Aerodrome)  
**Date** : 06 November 2015  
**Time** : 07:40Z

*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 (2011) 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 produced without prejudice to the rights of the CAA, which are reserved.*

## **1. FACTUAL INFORMATION**

### **1.1 History of Flight**

1.1.1 The instructor pilot accompanied by a student pilot took off from FAGM aerodrome for a circuits training flight at FAVV and returned to FAGM for a full stop landing. According to the instructor during the 6<sup>th</sup> circuit they were not aware that the landing gear was not extended, on touch down the propeller struck the ground and the aircraft skidded on its belly. The instructor asked the student if he had lowered the landing gear and he confirmed that he did. The instructor pilot did not confirm whether the gears were down and locked.

1.1.2 The student pilot indicated that he had performed all the checks which included downwind checks and final checks. The student pilot indicated that he was under the impression that the undercarriage was properly down and locked. On touch down he landed with the undercarriage up.

## **1.2 Investigation Revealed The Following:**

The investigation revealed that the student pilot neglected to lower the landing gear, which resulted in a wheels up landing. The landing gear retraction test cycle was conducted and there was no anomalies found.

### **1.2.1**

## **2. CONCLUSION**

### **2.1 Probable Cause/s**

2.1.1 The student neglected to select the landing gear down prior to the landing on Runway 03 at FAVV resulting in wheels up landing.

## **3. SAFETY RECOMMENDATIONS**

3.1 None.

## **5. APPENDICES**