



Ref: 7449

## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-OCE	Date of Accident	11/1/2002	Time of Accident	0903Z	
Type of Aircraft	PIPER PA 30		Type of Operation		Private	
Pilot-in-command License Type	ATPL		Age	57	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		9 933.0		Hours on Type	24.3
Last point of departure		FAGM (Rand Airport)				
Next point of intended landing		FALA (Lanseria)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Lanseria Aerodrome						
Meteorological Information	Fine: Wind – 030°/5kts, Visibility >10km, Temperature +25°C					
Number of people on board	1 + 1	No. of people injured	None	No. of people killed	None	

#### Synopsis

The pilot, accompanied by the pilot/owner of the aircraft, was on a private flight from Rand Airport to Lanseria. During their approach for Lanseria they requested a touch-and-go landing. They were cleared by ATC to proceed with the touch-and-go landing, with Runway 06R (right) being in use. On landing the pilot noted a slight drop in the left wing, which appeared to him as an oleo sagging. When the nose wheel touched the runway surface the aircraft veered sharply to the left approximately 40°. He applied full right rudder to compensate but with no success. As the pilot was concerned that the nose wheel would dig-in as terrain was rising towards the left he applied power to clear the runway lights, which he did. At this stage the airspeed had decayed substantially and the pilot was left with no other option but to fly the aircraft into the ground in a controlled fashion at a very slow speed. Nobody was injured in the accident.

The left main oleo strut was found to have failed and was submitted for metallurgical analysis, which revealed that the failure was as a result of overload. This could have been either caused by a hard landing or the aircraft not properly lined up with the runway on touch down.

The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 12 October 2001, at 4 051.6 airframe hours.

The pilot was in possession of a valid pilot's license and had the aircraft type endorsed in his logbook.

#### Probable Cause

It would appear that the pilot either executed a hard landing with the initial touch down being on the left main landing gear strut, which caused it to fail in overload, which resulted in a loss in directional control.

Alternatively the aircraft was not properly lined up prior to touch down, with the initial runway contact being on the left main landing gear strut, which failed in overload on touch down, resulting in a loss of directional control with insufficient speed to successfully execute a go-around.