



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8294	
Aircraft Registration	ZS-EOE	Date of Accident	28 April 2007		Time of Accident	1130Z
Type of Aircraft	Cessna C182J		Type of Operation	Private		
Pilot-in-command Licence Type		Private	Age	59	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	500		Hours on Type	17
Last point of departure		Maun Aerodrome (FBMN) – Botswana				
Next point of intended landing		Chitabe Aerodrome – Botswana				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On the parking area of Chitabe Aerodrome (Chitabe Lodge), Botswana. GPS coordinates: S19° 28', E023° 22'						
Meteorological Information		CAVOK				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>After having landed successfully at Chitabe Aerodrome (Chitabe Lodge), the pilot was taxiing off runway 12 to the parking area. According to the pilot, he was the first of seven aircraft to land at Chitabe Lodge. He realised that the parking space would be too small for all seven aircraft, so he decided to taxi his aircraft to a smaller adjacent area about 30 metres down the runway.</p> <p>As he crossed a narrow, grassy area about 2 metres wide between the parking area and the runway, the nose gear collapsed. This caused the propeller to strike the ground, which stopped the engine immediately. The pilot went to investigate and found that the nose wheel had entered a dry, mud hole, causing the gear to collapse.</p> <p>Neither the pilot nor the passenger was injured.</p> <p>The aircraft sustained damage to the propeller and nose gear, as well as scratches on the bottom portion of the forward fuselage area.</p> <p>The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 13 April 2007 at a total of 3 140, 85 airframe hours since new. The aircraft had flown a further 87.7 hours since the last MPI.</p>						
Probable Cause						
<p>To be determined by the State of Occurrence as stipulated in ICAO Annex13, Chapter 5, Paragraph 5.1. The State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation.</p>						
IARC Date	27 May 2008		Release Date	Reviewed by EM office: AIID November 2009		