

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/2/3/10059						
Classification	Accident	Date	23 October 2021	Time	1436Z		
Type of Operation	Private Flight (Part 91)						
Location							
Place of Departure	Rand Aerodrome (FAGM), Gauteng Province		Place of Intended Landing	Tedderfield Aerodrome (FATA), Gauteng Province			
Place of Accident	Runway 29 FATA, Gauteng Province						
GPS Co-ordinates	Latitude	26°21'07.02"S	Longitude	27°58'10.96"E	Elevation	5177 feet	
Aircraft Information							
Registration	ZS-AVB						
Model/Make	Cessna T210L, Centurion (Serial number: 210-59976)						
Damage to Aircraft	Substantial		Total Aircraft Hours	2407.2 Hobbs			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)	Gender	Male		Age: 70		
Licence Valid	Yes						
Total Hours on Type	1707.3		Total Flying Hours	1815.25			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 23 October 2021 at approximately 1424Z, a pilot flying solo on a Cessna T210L aircraft with registration mark ZS-AVB took off from Rand Aerodrome (FAGM) with the intention to land at Tedderfield Aerodrome (FATA). This was a private flight and was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended. The flight was conducted under visual flight rules (VFR) by day. The flight from FAGM to FATA was uneventful.</p> <p>The pilot stated that before landing at FATA, he forgot to lower the landing gear. The landing gear horn activated (sounded) approximately 10 feet above ground level (AGL). The pilot also stated that at that time it was too late for him to go-around; therefore, he elected to land the aircraft on its belly.</p>							



Figure 1: The aircraft after landing on its belly. (Source: Pilot)



Figure 2: The aircraft after the landing gear was extended. (Source: Pilot)

The aircraft sustained substantial damage to the underbelly and the propeller blade tips. The pilot was not injured during the accident sequence.

Extract from Cessna 210L 1972 Pilot's Operating Handbook (POH), Page 1-6 to 1-7

BEFORE LANDING

1. Fuel Selector Valve -- FULLER TANK.
2. Landing Gear -- EXTEND (below 160 MPH).
3. Landing Gear -- CHECK (observe main gear down and green indicator light on).
4. Mixture -- RICH.
5. Propeller -- HIGH RPM.
6. Airspeed -- 95 to 105 MPH (flaps up).
7. Wing Flaps -- AS DESIRED (0° to 10° below 160 MPH, 10° to 30° below 120 MPH).

8. *Airspeed -- 85 to 95 MPH (flaps DOWN).*
9. *Elevator Trim – ADJUST.*
10. *Optional Autopilot – OFF.*

NORMAL LANDING

1. *Touchdown -- MAIN WHEELS FIRST.*
2. *Landing Roll -- LOWER NOSE WHEEL GENTLY.*
3. *Braking -- MINIMUM REQUIRED.*



Figure 3: The damaged underbelly of the aircraft. (Source: Pilot)

The last mandatory periodic inspection (MPI) was carried out on 13 August 2021 at 2403.2 Hobbs hours. The aircraft was issued a Certificate of Release to Service at 2403.2 which was due to lapse at 2503.2 Hobbs hours or on 12 August 2022, whichever occurs first. The aircraft had accumulated an additional 4 Hobbs hours in operation since the last inspection. There were no reported or recorded defects with the aircraft prior to the accident; all damage was attributed to the accident.

Probable cause:

The aircraft was landed on its belly due to the pilot forgetting to lower the landing gear during landing.

Contributing factor:

Pre-landing checklist was not followed.

Safety Action/s

None.

Safety Message and/or Safety Recommendation/s	
Safety message: Pilots are reminded to always ensure that they adhere to the requirements of the POH checklist to minimise the risk of damage to property and/or injuries to persons.	
Purpose of the Investigation	
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 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 apportion blame or liability.</i>	
About this Report	
<i>Decisions regarding whether to investigate, and the scope of an investigation are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar accident.</i>	
<i>This report provides an opportunity to share safety message/s in the absence of an investigation.</i>	
<i>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.</i>	
Disclaimer	
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>	

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**