



## LIMITED INCIDENT INVESTIGATION REPORT

<b>Reference Number</b>		CA18/3/2/1357					
<b>Classification</b>	Incident	<b>Date</b>	1 August 2021	<b>Time</b>	1130Z		
<b>Type of Operation</b>		Private (Part 91)					
<b>Location</b>							
Place of Departure		Aviators Paradise (FAAP)	Place of Intended Landing		Silver Creek Airfield		
Place of Accident		Runway 08 Silver Creek in Gauteng Province					
GPS Co-ordinates	Latitude	25°48'03" S	Longitude	027°30'58" E	Elevation	4385ft	
<b>Aircraft Information</b>							
Registration		ZS-WBM					
Model/Make		Piper 24-250					
Damage to Aircraft		Substantial	Total Aircraft Hours		3585		
<b>Pilot-in-command</b>							
Licence Valid		Yes	Gender	Male	Age	71	
Licence Type		Private Pilot Licence (PPL) Aeroplane					
Total Hours on Type		±1600		Total Flying Hours		2000	
<b>People On-board</b>	1+0	Injuries	0	Fatalities	0	Other (on ground) 0	
<b>What Happened</b>							
<p>On Sunday morning, 1 August 2021, the pilot who was the sole occupant on-board a Piper 24-250 aircraft with registration ZS-WBM took off on a private flight from Aviators Paradise Aerodrome (FAAP) in Gauteng province with the intention to land at Silver Creek Airfield (Gauteng province) near Mooinooi. During approach for landing on Runway 08 at Silver Creek Airfield, the pilot forgot to lower the landing gears and the aircraft landed on its belly.</p> <p>The aircraft sustained damages to the under belly structure and the propeller blades. No injuries were reported during the incident.</p> <p>Extract from Piper PA-24-250 Comanche Pilot's Operating Handbook (POH), Second Issue, Rev: 31 December 1996. Page 4-10</p> <p>Approach and Landing:  <i>Seats</i> ..... <i>Erect Belts and Harness</i> ..... <i>Fasten and Adjust</i>  <i>Electric Fuel Pump</i> ..... <i>On</i>  <i>Fuel Selector</i> ..... <i>Desired (Inboard Main) Tank</i>  <i>Area Around Landing Gear Manual Operating Lever</i> ..... <i>Clear</i></p>							

Landing Gear Selector ..... Down Under 125 mph or 108 kt (Recommended)  
 Landing Gear Indicator . . . . . Green  
 Flaps ..... As Required Under 100 mph or 87 kt (Recommended)  
 Trim Tab ..... Set for Landing  
 Mixture ..... Enrich as Required  
 Propeller Control ..... Full Forward - Increase rpm  
 GUMP Check ..... On Final

The last maintenance periodic inspection (MPI) was carried out on 22 November 2021 at 3510 airframe hours. The aircraft had accumulated an additional 29 airframe hours in operation since the last inspection. There were no reported or recorded defects prior to the incident as all damages were attributed to the incident.

Following the incident, the aircraft maintenance engineer (AME) visually inspected the landing gear mechanism for damages. The aircraft was put on jacks and a few retraction tests we conducted; all systems operated normally.



**Figure 1:** Aerial view of Silver Creek Airfield. (Source: Google Earth)

**Probable cause:**

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

**Safety Action/s**

None.

**Safety Message**

Pilots are reminded to always ensure that they use POH checklist to minimise the risks of damages and/or injuries.

**Purpose of the Investigation**

*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.***

**About this Report**

*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.*

*This report provides an opportunity to share safety message/s in the absence of an investigation.*

*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.*

**Disclaimer**

*This report is produced without prejudice to the rights of the AIID, which are reserved.*

**This report is issued by:**

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