



Section/division **Accident and Incident Investigations Division**

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1556						
Classification	Serious Incident		Date	20 August 2025		Time	0715Z
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Kitty Hawk (FAKT), Gauteng Province		Place of Intended Landing		Standerton Airfield (FASR), Mpumalanga Province		
Place of Occurrence	During landing on Runway 18 at Standerton Airfield (FASR), Mpumalanga Province						
GPS Co-ordinates	Latitude	26° 51' 57.6" S	Longitude	029° 13' 13.18" E	Elevation	5 200ft	
Aircraft Information							
Registration	ZS-LZJ						
Make; Model; S/N	Cessna C210N Centurion (Serial Number: 21063568)						
Damage to Aircraft	Substantial			Total Aircraft Hours	4247		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	56
Licence Valid	Valid	Total Hours	558.8		Total Hours on Type	248.8	
Total Hours 30 Days	7.3		Total Flying on Type Past 90 Days			9.8	
People On-board	1+3	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Wednesday morning, 20 August 2025, a pilot and three passengers on-board a Cessna C210N Centurion with registration ZS-LZJ departed on a private flight from Kitty Hawk Airfield (FAKT) in Gauteng province to Standerton Airfield (FASR) in Mpumalanga province. The flight was conducted under visual meteorological conditions (VMC) and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011, as amended. The pilot stated that he conducted a pre-flight inspection with no anomalies noted. The aircraft was uplifted with approximately 100 litres of Aviation Gasoline 100 Low-Lead (AVGAS 100LL). This brought the total to 250 litres (L) in the fuel tanks. After boarding the aircraft with the passengers, the pilot took off to FASR. Good weather conditions prevailed at the time of the flight with wind speeds of 5 knots (kts) blowing from 360 degrees direction and with clear visibility. Whilst overhead the airfield, the pilot conducted both high and low unmanned runway inspections. Thereafter, he elected to land on Runway (RWY) 18. He joined the circuit and, whilst on downwind leg, he configured the aircraft for landing. He then conducted the final landing checks on final approach with the aircraft's speed at 80 kts and flaps set to 20°. However, he omitted to extend the landing gear. The aircraft landed with the wheels-up (retracted); subsequently, the aircraft's belly scraped the asphalt runway. The aircraft was substantially damaged. The pilot and the passengers were unharmed.							

Aircraft Specification (Source: POH)

The Cessna C210N Centurion is a high-performance, single-engine, high-wing aircraft featuring retractable landing gear and seating for up to six people. Known for its impressive cross-country speed and utility, it typically cruises around 170 to 200 knots and offers a range exceeding 900 nautical miles.

Landing Procedure (Source: Pilot's Operating Handbook [POH])

Before Landing Checklist (Key Items)

- *Seat, Belt, Shoulder Harnesses: Secured*
- *Fuel Selector Valve: Fuller Tank*
- *Landing Gear: Extend (Below 140 KIAS)*
- *Landing Gear: Check (Observe main gear down and green indicator light ON)*
- *Mixture: Rich*
- *Propeller: High RPM*
- *Wing Flaps: AS desired () to 10 below 140 KIAS, 10 to 30 below 105 KIAS).*
- *Autopilot (if installed): Off*
- *Elevators Trim: Adjust*

Critical point in Cessna C210N Centurion: Always confirm gear-down indication early—this is one of the most important checks in the aircraft.

Final Approach

- *Airspeed: 80 to 90 KIAS (Flaps Up)*
- *Wing Flaps: As Desired (Flaps down preferred)*
- *Airspeed: 70-80 KIAS (Flaps down)*
- *Elevator Trim: Adjust*
- *Touchdown: Main Wheels first.*
- *Landing gear Roll: Lower nose wheel gently.*
- *Braking: Minimum required.*

Reporting of the Occurrence

The occurrence was reported to the relevant authorities 10 months after its occurrence on 12 June 2026; this was during a Certificate of Airworthiness (C of A) renewal process at the aircraft maintenance organisation (AMO) facility after repair works were conducted. Only the relevant insurance assessor was notified of the occurrence in due time for the purposes of processing the claim.

Notification of Incidents

Civil Aviation Regulation Part 12 states:

12.02.2 (1) A PIC, a flight crew member, an operator or an owner, as the case may be, of an aircraft involved in an incident within the Republic, shall, as soon as possible but at least within 24 hours since the time of such incident, report such incident to:-

- (a) the Executive responsible for Aircraft Accident and Incident investigation;*
- (b) an ATSU; or*
- (c) the nearest Police Station.*

Findings

Pilot

1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 10 September 2021. The licence was reissued on 18 October 2024 with an expiry date of 31 October 2026.
2. The pilot had a Class 2 aviation medical certificate that was issued on 24 July 2025 with an expiry date of 31 July 2026. The pilot had no restrictions listed in his medical certificate.
3. The pilot had a total of 558.8 hours of which 248.8 hours were accumulated on the aircraft type. The aircraft type was endorsed in his licence.
4. The pilot was medically fit and qualified to operate the aircraft at the time of the flight.

Aircraft

5. The aircraft Certificate of Airworthiness (C of A) was issued by the Regulator on 11 April 2025 with an expiry date of 31 May 2026.
6. The aircraft Certificate of Registration (C of R) was issued to the current owner on 5 February 2016.
7. The last 100-hour annual inspection of the aircraft was conducted and certified on 16 July 2025 at 4 242.7 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 15 July 2026 or at 4 342.7 airframe hours, whichever comes first.
8. Maintenance of the aircraft was conducted by the aircraft maintenance organisation (AMO) with a valid AMO Certificate that was issued by the Regulator on 26 November 2024 with an expiry date of 30 November 2025. The aircraft was endorsed in the AMO's operational specifications.
9. The aircraft was serviceable with no defects noted on any of its technical documentation at the time of the flight. The aircraft was operated within the required Regulatory framework.

<u>Environment</u> 10. At the time of the flight, weather conditions were good with calm winds. <u>Mission</u> 11. During final approach, the pilot completed the landing checks but did not lower the landing gear. As a result, the aircraft landed wheels-up, scraped along the runway and sustained substantial damage. 12. The insurance assessors were the only ones notified in due time for processing of the claim. The delayed reporting was not in compliance with the Civil Aviation Regulations (CAR) Part 12.02.2 which requires timely notification of occurrences.
Probable Cause(s) Omission to extend the landing gear during the final landing checks resulted in the aircraft landing wheels-up and sustaining substantial damage.
Contributing Factor(s) None.
Safety Action(s) In a remote, non-controlled airspace environment, timely reporting of occurrences is critical because oversight support is limited and the operator carries greater responsibility for safety management. In this case, the occurrence was reported to the Civil Aviation Authority 10 months after the occurrence date. This contravened the CAR Part 12.02.2 as well as reduced the opportunity to conduct a timely investigation and providing corrective action. Prompt reporting is essential to ensure that risks are identified and addressed to ensure safety.
Safety Message and/or Safety Recommendation/s None.
About this Report <i>The decision to conduct a limited investigation is based on factors including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited 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 limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desktop enquiries 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 occurrence.</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>
Purpose <i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, 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>
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**