

Incident Report  
Landing at Maun, Botswana  
Tuesday, 12 October 2004

Plane: ZS-CRO, Cessna 182, 1961

Pilot: Klaus Bucka-Lassen, License No. CH-45752 / JAR

SA-Validation Ref. No.: J6/15/1-6419, Valid from 5<sup>th</sup> October 2004 til 4<sup>th</sup> April 2005

Passenger & Witness: Linda Stougaard Nielsen

Date: 12<sup>th</sup> October 2004

Time: Approx. 9 a.m.

I came in for the landing at Maun as usual, nothing special in that respect. After passing the threshold and shortly before touch down the airplane was pushed up in the air by a wind shear. When the unexpected lift disappeared again the plane dropped very quickly and hard onto the ground and bounced 3 times or so.

I parked the plane and decided to do three touch and go's after a close outside inspection where I didn't notice anything unusual about the plane. The touch and go's went fine – I didn't notice any difference in the handling of the plane.

However, when I got the plane refuelled, I noticed fluid coming out of the spring of the front wheel. I then taxied the plane to the KALHARI Air Services maintenance shop at Maun and told the manager about the rough landing I had experienced and showed him the collapsed front spring. He said he would take care of it and that the job would take about 1 to 1½ hours. I told him also to keep a look out for other damage that might have occurred due to the landing.

The nose oleo seals had been replaced and no other damage was reported by KALAHARI Air Services.

We left Maun in the afternoon (shortly before 4 p.m.) and flew to Gunn's Camp airstrip in the Okavango Delta.

Upon return to Bush Air I told the operator of ZS-CRO about the landing in Maun upon which he closely inspected the aircraft and noticed further damage.

Klaus Bucka-Lassen