

 <p>PHONE: 263 4 585018 263 4 585073/88 FAX: 263 4 585100 E-mail: <a href="mailto:ais@caaz.co.zw">ais@caaz.co.zw</a> Website: <a href="http://www.caaz.co.zw">www.caaz.co.zw</a></p>	<p><b>CIVIL AVIATION AUTHORITY OF ZIMBABWE</b></p> <p><b>AERONAUTICAL INFORMATION SERVICES</b> P. BAG 7716 CAUSEWAY, HARARE</p>	<p><b>AIC</b></p> <p><b>B011/01</b></p> <p><b>26 MAR 2001</b></p>
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## AERONAUTICAL INFORMATION CIRCULAR

AIC B15/94 is hereby replaced.

### Overshoot action with a damaged aircraft

This AIC is a warning to pilots of the dangers of initiating an overshoot in a damaged aircraft during approach with the landing gear retracted. On hold off, the propeller blades suffered severe damage on contact with the runway. The pilot then applied full power, and attempted to overshoot. Due to the damaged blades the aircraft could not maintain flying speed, and it rolled and crashed with fatal results.

While the initial damage to the Aircraft (Cessna 402) was due to a hold off attempted with the landing gear retracted, a similar effect has been known to follow a heavy or premature touchdown, resulting in landing gear and propeller damage.

All pilots, and in particular flying instructors, are warned of the importance of ensuring that the landing gear is locked down prior to landing. However, should a touchdown be attempted with the landing gear retracted, and the aircraft touches the runway, the instinctive reaction to overshoot must then be overcome.

Statistics show that the damage and injuries resulting from a wheels-up landing are negligible compared with the possibility of losing control completely if an overshoot is attempted with an aircraft already damaged at touchdown.



**K. Kaseke**  
**Acting Chief Executive Officer**

*This circular is issued for information, guidance and necessary action.*