



J10/2/6918

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	22 July 1998	Time of Accident	1746z	
Aircraft Registration	ZS-DVT	Type of Aircraft	Beech 95-B55	
Pilot-in-command Licence Type	Commercial	Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours	409	Total Hours on Type	3:42
Last point of departure	Richards Bay Airport			
Next point of intended landing	Grand Central Airport			

Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)

At Richards Bay Airport

Meteorological Information	Raining				
Number of people on board	1 + 5	No. of people injured	Nil	No. of people killed	Nil

Synopsis

The pilot attempted to take-off during Instrument Meteorological Conditions (IMC) on a night flight from Richards Bay Airport to Grand Central Airport. He claimed that the door opened during rotation and the aircraft experienced a yawing and rolling motion. According to the pilot, when the aircraft managed to become airborne it impacted with trees at the end of the runway. Severe vibration was experienced from the right-hand engine and the pilot shut down the engine in flight. A circuit was flown and the aircraft landed back on the runway at Richards Bay.

The Air Traffic Controller (ATC) indicated that the pilot reported that he was returning to the airfield due to a door that was open and the airfield was out of sight. He reported that he was unable to maintain height and was down to 600 feet above mean sea level. After some efforts by the ATC to establish the position of the aircraft, the pilot reported that he had the city lights in sight and was vectored towards the airfield. The aircraft landed safely.

After landing it was observed that the right-hand propeller had impacted a runway edge light and indications were found at the engines and undercarriage of impact with trees and grass.

Probable Cause

The pilot lost directional control during the take-off run and when airborne he did not have full control over the damaged aircraft. The pilot's ability to handle the aircraft in the poor weather conditions was questionable.