



J10/2/7194

A00-052

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	08/05/2000	Time of Accident	0400z		
Aircraft Registration	ZS-MBT	Type of Aircraft	Beech B58		
Name of Owner		Name and Number of Operator			
Balmoral Central Contacts SA (PTY) LTD		Private (private international flight)			
Pilot-in-command Licence Type	Commercial	Age	28	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		1571	Hours on Type	233
Last point of departure	FAJS				
Next point of intended landing	Harare				
Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)					
Approximately 20nm South of Harare on a service road between two tabbaco fields					
Meteorological Information	The weather was fine with a light wind and good visibility.				
Number of people on board	1	No. of people injured	None	No. of people killed	None
Synopsis	<p>The pilot reported that he was cruising at FL 100 and approximately five minutes before entering the Harare TMA he heard a rumbling sound. Shortly after that he saw a spark flash out of the front of the left-hand engine cowling. He immediately identified and verified the inoperative engine and pulled the pitch lever back in the feather position, but the propeller had already stopped turning and resulted in failing to go into the feather position.</p> <p>The pilot was unable to maintain altitude and requested to decent. At FL 075 the aircraft maintained straight and level flight with the propeller stopped. Approximately 15 minutes from Harare the propeller started to windmill intermittently causing the aircraft to loose height. On reaching 5000 ft (approximately 500 ft AGL) the pilot elected to carry out a precautionary landing. On touch down towards the end of the landing roll the right hand undercarriage struck a drainage furrow causing it to collapsed. The aircraft skidded off the end of the service road into a shallow ditch.</p> <p>The aircraft was since recovered by Speed Air after a serviceable engine was fitted and flown to Nelspruit. The failed engine was send to Harare for the Zimbabwe Civil Aviation Authorities to investigate the cause of engine failure. (report still outstanding)</p> <p>Apparently a conrod failed damaging the crankcase. (hole in the crankcase)</p>				
Probable Cause					
The cause of the engine failure was due to a conrod failure.					