



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	11 August 2001	Time of Accident	1600Z	
Aircraft Registration	ZS-CWO	Type of Aircraft	Beech 35-B33	
Name of Owner		Name and Number of Operator		
CWO Partnership CC		Private		
Pilot-in-command Licence Type	Private	Age	49	Licence Valid Yes
Pilot-in-command Flying Experience	Total Flying Hours	436.25	Hours on Type	114.45
Last point of departure	FAPC (Prince Albert)			
Next point of intended landing	FASH (Stellenbosch)			
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)				
Stellenbosch Aerodrome - Runway 19 (Asphalt runway 760m long and 16m wide, elevation 321 feet amsl.)				
Meteorological Information	Fine, Wind - 190°/ Light, Temperature +17°C			
Number of people on board	1 + 2	No. of people injured	None	No. of people killed None
Synopsis	<p>The pilot accompanied by two passengers was engaged in a private flight from Prince Albert to Stellenbosch. The pilot stated that: "I joined the Stellenbosch circuit, there were two aircraft on the frequency in the air. I was distracted in getting them visual and joining the circuit for runway 19. I came in on long final approach with an aircraft ahead on short finals, with the runway clearly visible.</p> <p>I recall doing downwind checks and lowering the undercarriage. I did not recheck on finals. The siren sounded on short final approach but I assumed it to be the stall warning. The landing was carried out with the landing gear retracted."</p> <p>According to the safety officer of the flying club, who witnessed the accident: "I noticed the aircraft on long final approach with the landing gear retracted. In an attempt to warn the pilot, I ran to a nearby radio but was unable to make contact with the aircraft prior to the wheels-up landing."</p> <p>During the recovery of the aircraft it was lifted, the master switch was selected to the on position and the landing gear was selected down and the gear cycled normally.</p>			
Probable Cause				
<p>The pilot failed to conduct his final approach vital actions – ensuring the landing gear was down and locked prior to landing, and a subsequent wheels-up landing followed.</p>				