



Ref: 7433

SOUTH AFRICAN CIVIL AVIATION AUTHORITY**ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-LRF	Date of Accident	28/11/2001	Time of Accident	1000Z
Type of Aircraft	BEECH A36		Type of Operation	Private	
Pilot-in-command Licence Type	Private	Age	35	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	1 210.0	Hours on Type	340.0	
Last point of departure	East London (FAEL)				
Next point of intended landing	Farm "What's near East London"				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Farm "What's near East London"					
Meteorological Information	Fine				
Number of people on board	One	No. of people injured	None	No. of people killed	None
Synopsis					

According to the pilot he had completed his commercial pilot's license subjects and was busy with his IFR (Instrument Flight Rules) practical flight training.

On completion of his training with his instructor, he flew home (private airstrip on the farm). He was late for an appointment and joined on a right base for Runway 12, while he was busy with his down-wind vital actions he was called by ATC advising him of traffic in the area. "While on final approach I began PUFF checks. (PUFF – Power, Undercarriage, Fuel, Flaps). During PUFF checks, I was called by the other aircraft. At this stage I found myself too high and too fast. I continued with my short final checks and confirmed that the undercarriage was down and locked.

Note: I did hear the undercarriage warning horn, but due to my recent IFR training hearing the warning horn so often, for some reason I did not act on it."

The aircraft was landed with the undercarriage retracted and came to a stop within 60m after touch down on the grass surface runway. Damage was limited to the propeller, flaps, lower fuselage skin and undercarriage doors.

The aircraft was involved in two previous accidents:

- (i) 24 July 1997, nose gear collapsed on landing at Shakawe Airport (Botswana).
- (ii) 3 July 1999, nose and left main landing gear collapsed after pilot selected gear up instead of flaps while taxiing (Maun – Botswana).

Probable Cause

Pilot failed to extend the landing gear prior to touch down.