

CA18/2/3/7572



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-IMN	Date of Accident	28 October 2002	Time of Accident	1300Z
Type of Aircraft	BEECH E55		Type of Operation		Private
Pilot-in-command License Type	Commercial	Age	21	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	725.9		Hours on Type	31.7
Last point of departure	Grand Central Aerodrome.				
Next point of intended landing	Ulusaba Private Aerodrome (North of Nelspruit in Mpumalanga)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On Runway 19 at Ulusaba Private Aerodrome (GPS position: South 24° 47.0' East 031° 21.0')					
Meteorological Information	Surface wind; 090°/5-10 Knots, Temperature; 27°C, Visibility; Good				
Number of people on board	1 + 4	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot, accompanied by four (4) passengers was engaged in a private flight from Grand Central Aerodrome to Ulusaba Private Aerodrome in Mpumalanga.</p> <p>The pilot stated that he was unfamiliar with the aerodrome and as he joined overhead the aerodrome he was informed by another pilot who was familiar with the aerodrome that he should use Runway 19 for landing.</p> <p>After landing approximately 200 meters past the threshold on Runway 19 at an indicated airspeed of 80 mph with approximately 800 to 900 meters of runway left, the pilot was unable to stop the aircraft on the remaining runway available and was left with a decision to either continue straight through bushes or attempt to turn right onto the apron area.</p> <p>To prevent the aircraft from over running the end of the runway the pilot steered the aircraft to the right in an attempt to turn onto the apron area in order to vacate the Runway when the left hand main undercarriage collapsed.</p> <p>The pilot and passengers sustained no injuries. The aircraft sustained damage to the left hand main gear, left wing tip, left flap, left hand propeller blades and the left hand side of the fuselage.</p> <p>The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 19 August 2002, at 2845.2 airframe hours. At the time of the accident the aircraft accumulated a further 42.5 hours since the MPI was certified.</p> <p>According to available records the Aircraft Maintenance Organisation (AMO) that certified the last MPI on the aircraft prior to the accident was in possession of a valid AMO approval, No. 212 with an expiry date of 19 March 2003. The CAA conducted an audit at the AMO on 15 February 2002 and raised 1 finding and 2 observations. No surveillance inspection was carried out during 2001 until the audit on 15 February 2002.</p> <p>According to available information the aircraft was first registered in South Africa in November 1971 and all AD's and SB's were complied with.</p>				
Probable Cause					
<p>The pilot who was not familiar with the aerodrome landed too deep, which required him to take evasive action by turning onto the apron area at a substantial speed, which caused the left-hand main landing gear to collapse.</p>					