



Ref: 7626

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

Aircraft Registration	ZS-CCR	Date of Accident	7 February 2003	Time of Accident	0904Z	
Type of Aircraft	BEECH 35-33 DEBONAIR		Type of Operation	Training		
Pilot-in-command Licence Type	ATP		Age	56	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		13 300		Hours on Type	±30
Last point of departure	Runway 35, FAGM					
Next point of intended landing	Runway 35, FAGM					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Approximately 2nm North West of FAGM.						
Meteorological Information	CAVOK Calm Wind Temperature: 28°C					
Number of people on board	1+1	No. of people injured	1+0	No. of people killed	Nil	
Synopsis	<p>The aircraft was fuelled to capacity on 27 January 2003 with 252 litres of AVGAS 100LL. A performance test flight was conducted the following day with an actual flight duration of 30 minutes. On 7 February 2003 the aircraft was flown to Rand Airport where the owner's son, a commercial pilot and Grade II Instructor, underwent type conversion training with an instructor in order to get the type on his instructors rating.</p> <p>The aircraft took off from Runway 35 at 0819Z and was flown to the General Flying Training Area where after a number of circuits and landings were executed on Runway 35.</p> <p>The aircraft had just completed it's second touch and go landing and was on the point of turning down-wind for Runway 35, when the engine lost power.</p> <p>The instructor, who was seated in the left seat, changed tanks, switched the auxiliary fuel pump on and manipulated the throttle, pitch and mixture levers but was unable to re-start the engine. A forced landing was executed at 0904Z approximately 2nm North of FAGM on an open mining area. During the landing on undulating soft ground, the nose-gear dug into the ground and collapsed, which caused the aircraft to nose-over prior to coming to rest.</p> <p>Both occupants vacated the aircraft without serious injuries. The instructor only received a minor injury to his lip. The aircraft was substantially damaged.</p>					
Probable Cause						
<p>It is believed that the fuel supply of the L/H Main tank was exhausted, which resulted in engine failure. It is also believed that even after the selection of the R/H tank (which contained sufficient fuel) that the engine failed to start due to an excessive rich mixture caused by the auxiliary fuel pump being switched on. Engine failure therefore occurred as a result of fuel mismanagement as all the other tanks still contained fuel.</p>						