



Ref: 7630

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

<b>Aircraft Registration</b>	<b>ZS-NEB</b>	<b>Date of Accident</b>	21 February 2003	<b>Time of Accident</b>	1105Z
<b>Type of Aircraft</b>	Beech 95-BE55		<b>Type of Operation</b>	Training	
<b>Pilot-in-command Licence Type</b>	ATP	<b>Age</b>	42	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	9549.0	Hours on Type	36.4	
<b>Last point of departure</b>	Kimberley Aerodrome (FAKM)				
<b>Next point of intended landing</b>	Kimberley Aerodrome (FAKM)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Runway 28 AT Kimberley Aerodrome					
<b>Meteorological Information</b>	Fine weather with good visibility				
<b>Number of people on board</b>	3+0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0

**Synopsis**

The instructor and two students were conducting conversion training on a Baron BE55. During the approach for the second touch and go landing the student was experiencing problems in adjusting to the approach speed. Both the instructor and the student concentrated on correcting the approach speed and forgot to select the landing gear down.

After landing with the undercarriage retracted the persons on board evacuated the aircraft and it started to burn. The fire was extinguished by the fire brigade. The aircraft sustained damage to the bottom of the fuselage and propellers. The crew on board were not injured.

The last MPI was certified on 6 January 2003 at a total of 6636.3 flying hours. The hours operated since the last MPI was certified, could not be confirmed.

The training organization was issued with a valid Accreditation and Approval Certificate issued in terms of Part 141 of the Civil Aviation Regulations of 1997 which expires on the 30<sup>th</sup> June 2003.

No on-site investigation was conducted.

**Probable Cause**

The pilot forgot to lower the undercarriage.