

		Ref: 7768			
		SOUTH AFRICAN CIVIL AVIATION AUTHORITY ACCIDENT REPORT – EXECUTIVE SUMMARY			
Aircraft Registration	ZS-MDJ	Date of Accident	18 February 2004	Time of Accident	0700Z
Type of Aircraft	BEECH 58		Type of Operation	Training	
Pilot-in-command Licence Type		Commercial	Age	27	Licence Valid Yes
Pilot-in-command Flying Experience		Total Flying Hours	2415.6	Hours on Type	180.4
Last point of departure		Lanseria Aerodrome			
Next point of intended landing		Lanseria Aerodrome			
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Runway 06L, Lanseria Aerodrome.					
Meteorological Information		Temperature: 23°C, Wind: Calm			
Number of people on board	1 + 0	No. of people injured	Nil	No. of people killed	Nil
Synopsis					
<p>The pilot was in the process of satisfying CAR 91.02.4(1) which required him to carry out three take offs and landings before he could carry passengers, as he had not flown the aircraft for more than 90 days.</p> <p>On the third and final landing on runway 06L at Lanseria Aerodrome at an IAS of approximately 60kts the pilot inadvertently selected the gear up instead of the flaps. All three landing gears collapsed and the aircraft skidded for approximately 150m before coming to rest on the runway.</p> <p>The pilot was not injured but the aircraft sustained damage to both propellers, the left wing and fuselage. The landing gear was also damaged.</p> <p>The last MPI was certified on 18 December 2003 at 5441.8 total airframe hours and the aircraft was operated for 44.0 hours since the last MPI.</p> <p>The organization was issued with a valid Operating Certificate in terms of Part 121 of the Civil Aviation Regulations of 1997 which expires in July 2004.</p> <p>The pilot stated that he was used to flying the King Air type aircraft where the position of the landing gear and flap lever are swapped around as compared to the positioning of the levers on the Beech 58.</p>					
Probable Cause					
<p>After touch down and at an IAS of approximately 60kts, the pilot inadvertently selected the gear up instead of the flaps, which caused the gear to collapse. The aircraft skidded for approximately 150m before coming to rest on the runway.</p> <p>A contributing factor was that the pilot was used to flying King Air aircraft where the position of the landing gear and flap lever are swapped around as compared to the positioning on the Beech 58.</p>					