



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/0328	
Aircraft Registration	ZS-PAS	Date of Accident	04 April 2004		Time of Accident	1555Z
Type of Aircraft	Beech 95 – B55		Type of Operation	Private		
Pilot-in-command Licence Type		Airline transport	Age	27	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	1590.4		Hours on Type	145.3
Last point of departure		Benoni Aerodrome				
Next point of intended landing		Benoni Aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On Runway 36 at Benoni Aerodrome						
Meteorological Information		The pilot reported 360°/06 knots, Temperature of 20°C				
Number of people on board	1 + 2	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot accompanied by the new owner flew the aircraft on a local (VFR) flight to the Vaal Dam. During the final approach for landing at Benoni Aerodrome, the people on the ground noticed the right hand main landing gear was not fully extended. The pilot executed a go-around and attempted to get the landing gear locked down by executing different manoeuvres and hand cranking the gear. The green light indicated that the landing gear was down and locked. The undercarriage was brought down manually and the aircraft was cleared to land on Runway 36 however approximately 300 meters during landing roll the right hand main undercarriage collapsed.</p> <p>It was also reported that the pilot executed circuits and landings prior to the incident where after he reported noise as he was retracting the undercarriage. There were no injuries reported however damage was sustained on its belly and propeller.</p> <p>The last MPI was certified on 02 April 2004 at a total of airframe hours. Both the engines and the propellers had a total of 297 and 500 hours respectively since last overhaul. A total of 3.7 airframe hours were flown since the last MPI was carried out. According to SACAA records the aircraft was type accepted in the country. The AMO was audited in the last two years by the regulator and the last audit prior to the incident was conducted on the 26 January 2004. No major findings were identified during the audit.</p> <p>The aircraft was recovered to the Maintenance Organisation for further investigations. It was found that the both main retracting rods were bent. There was no mechanical failure or false indication determined after the replacement of the push pull rods.</p>						
Probable Cause						
Undetermined right hand main undercarriage failure. The cause of the push pull rods bends was also undetermined.						
IARC Date				Release Date		