



## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	<b>CA18/2/3/7978</b>	
<b>Aircraft Registration</b>	ZS-MBT	<b>Date of Accident</b>	18 June 2005		<b>Time of Accident</b>	0715Z
<b>Type of Aircraft</b>	Beech 58		<b>Type of Operation</b>	Private		
<b>Pilot-in-command Licence Type</b>	Private		<b>Age</b>	37	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	111.5		Hours on Type	111.5	
<b>Last point of departure</b>	Wonderboom Aerodrome Gauteng (FAWB)					
<b>Next point of intended landing</b>	Private aerodrome approximately 20 nm from Vivo, Limpopo					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
On a gravel road on Farm Charles du Toit, approximately 20 nm from Vivo, Limpopo.						
<b>Meteorological Information</b>	The weather was fine. Surface wind calm, temperature 18°C					
<b>Number of people on board</b>	1 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot stated that on 11 June 2005, he visited a farm, approximately 20 nm from Vivo in the Limpopo Province in night-time conditions. The owner of the farm advised the pilot that he could fly to the farm on his next visit and that he can land on the private runway on the farm. The pilot and some other persons at the farm then drove to the gravel runway to inspect it with floodlights to ensure that the runway surface was suitable for landing and was long enough. Everything was found to be in order. The pilot also noted a hangar nearby as well as the windsock and some buildings further ahead.</p> <p>The pilot further stated that on 18 June 2005 at approximately 0620Z, he and three passengers (children) departed from Wonderboom Aerodrome to the private farm. They arrived overhead the farm after an uneventful flight of approximately 55 minutes. He then flew over the hangar and runway and proceeded for approximately another 2 nm before he turned the aircraft around for landing onto the runway. Prior to landing, the pilot selected 25° flaps at an indicated air speed (IAS) of approximately 65 mph and performed the prescribed procedures for landing on an unlicensed aerodrome. He broadcasted his intentions on radio frequency 124.8 MHz prior to landing. The landing was smooth and uneventful, but as the ground roll speed reduced to approximately 40 mph, the aircraft ran over a hump across the runway, causing the aircraft to be catapulted back into the air. The pilot lost directional control when the aircraft came down and impacted the ground on the nose wheel first, and the left-hand wing impacted the ground. The aircraft ground looped and subsequently collided with the boundary steel pole of an electrified wire fence.</p> <p>The pilot then realised that he had unintentionally landed on a gravel road that he had mistaken for the appropriate runway that he had inspected a few days ago.</p> <p>The pilot and passengers escaped unharmed during the accident sequence. The aircraft sustained damage to the left-hand and right-hand wing, fuselage, tail plane and propeller blades.</p> <p>The last mandatory periodic inspection (MPI) prior to the accident was certified on 09 June 2005 at a total of 4 378.0 airframe hours. The total airframe hours at the time of the accident were 4 387.7 hours. Therefore, the aircraft had flown a further 9.7 hours since the last MPI was certified.</p>						
<b>Probable Cause</b>						
The pilot unintentionally landed on a private gravel road instead of on the private runway on a farm that he had inspected earlier.						
<b>IARC Date</b>	21 April 2008		<b>Release Date</b>	Reviewed by EM office: AIID October 2009		