



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA 18/2/3/8457			
Aircraft Registration	ZS-JGY	Date of Accident	9 March 2008		Time of Accident	1330Z		
Type of Aircraft	Beech 58		Type of Operation		Domestic Charter Flight			
Pilot-in-command Licence Type		Commercial	Age	21	Licence Valid	Yes		
Pilot-in-command Flying Experience		Total Flying Hours	399.8		Hours on Type	4.8		
Last point of departure		Vilankulo Aerodrome (FQVL), Mozambique						
Next point of intended landing		Magaruque Island Aerodrome, Mozambique						
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)								
Runway 23, Magaruque Island, Mozambique								
Meteorological Information		Surface wind: 110 ^o /5-10 kts; Temperature: 30 ^o C; Visibility: +10 km; Cloud cover: 4/8						
Number of people on board		2 + 2	No. of people injured		0	No. of people killed		0
Synopsis								
<p>The pilot stated that after touchdown he continued down the runway for 100 -150 m. He then retracted the flaps to reduce lift. About 50 m after the flaps were retracted, the starboard wing dropped suddenly. At this point, the pilot realised that his speed had not reduced. He applied power to execute a go-around but then saw that there was not enough runway left to become airborne again. He immediately closed the throttles and applied maximum braking. He then pulled back on the control column to further assist the aircraft to slow down. The aeroplane left the runway and came to rest approximately 25 m past the end of the runway.</p> <p>The skid marks of the tyres started about 100 m before the end of the runway. The right-hand main gear was ripped off, the left-hand main gear failed outwards and the nose gear folded back into the nose gear well.</p> <p>The last Mandatory Periodic Inspection (MPI) had been carried out on 20 June 2007 at 3 877.7 flying hours. This servicing was performed by AMO 076. The aircraft was operated for a further 53.0 flying hours after this.</p>								
Probable Cause								
To be determined by the State of Occurrence as stipulated in ICAO document, Annex 13, Chapter 5, Paragraph 5.1. (The State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation.)								
IARC Date		27 May 2008		Release Date		Reviewed by EM office: AIID November 2009		