



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – NOTIFICATION

Aircraft Registration	ZS-NRW	Date of Accident	28 June 2004	Time of Accident	1510Z
Type of Aircraft	Beech 200		Type of Operation	Ngangeni Air Charters	
Pilot-in-command Licence Type	Commercial	Age	27	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours: PIC 5800 Co-pilot 1203	Hours on Type: PIC 2080 Co-pilot 1.5			
Last point of departure	Sao Sebastio, near Vilankulu, Mozambique				
Next point of intended landing	Vilankulu, Mozambique				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Sao Sabastio, near Vilankulu, Mozambique					
Meteorological Information	According to DCA Mozambique, the wind was variable at 0 – 5 kts. The temperature was unknown but the visibility was good.				
Number of people on board	2+0	No. of people injured	0	No. of people killed	2
Synopsis	<p>The aircraft was refuelled to capacity at Polokwane (civil) on 28 June 2004 with 1750 litres of Jet A1 fuel where after it flew to Sao Sebastiao, near Vilankulu, Mozambique. Later the day on 28 June 2004 at 1510Z the crew attempted to take off on a non-scheduled flight from Sao Sebastiao (near Vilankulu in Mozambique) to Vilankulu in Mocambique. The purpose of the flight was to airlift an injured man to a hospital at an unknown destination.</p> <p>The crew did not use the full runway length available but attempted the take-off run with only 265m of runway available. The aircraft failed to become airborne and overran the runway, colliding with a sandbank, the perimeter fence and trees and erupted in fire.</p> <p>Calculations, using the take-off performance graphs in the POH (Pilot Operating Handbook), showed that the aircraft would have required a ground roll distance of 2000 ft with 40° flap and 2100 ft with no flap selected.</p> <p>The PIC held a valid Commercial Pilot licence and was properly rated on the aircraft type. He was the holder of a valid medical certificate (valid until 31 July 2004) with the only restriction to wear corrective lenses. The pilot was the holder of an Instrument rating valid till 31 August 2004 and an Instructor rating valid till 06 April 2005.</p> <p>The co-pilot held a valid Commercial Pilot licence and was properly rated on the aircraft type. He was the holder of a valid medical certificate (valid until 30 June 2004) with the only restriction to wear corrective lenses. The co-pilot was the holder of an Instrument rating valid till 31 July 2004 and an Instructor rating valid till 31 July 2004.</p> <p>The aircraft was issued with a C of A (Certificate of Airworthiness) on 5 June 1997, valid until 4 June 2005 and was issued with a C of R (Certificate of Registration) on 14 March 2003.</p> <p>According to available documentation the last MPI (Including a Phase iii Inspection) was certified on 6 April 2004 at 15363 airframe hours. The L/H engine has accumulated a total of 7993.3 hours since new and 1705.1 hours since overhaul. The R/H engine has accumulated a total of 12439.3 hours since new and 267.3 hours since overhaul. Both the L/H and the R/H propellers have been overhauled on 15 May 2000. All Service Bulletins Airworthiness Directives had been complied with at the time of the last MPI.</p> <p>The Aircraft Maintenance Organisation (AMO 76) responsible for the maintenance of the aircraft was last audited by the SACAA in March 2004 with no significant findings.</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).					