



Ref: 7863

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-NUA	Date of Accident	04 October 2004	Time of Accident	0645Z
Type of Aircraft	BEECH 58 (BARON)		Type of Operation		Private
Pilot-in-command License Type	Private	Age	47	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	1927		Hours on Type	580
Last point of departure	Nijiri Game Farm				
Next point of intended landing	Kitty Hawk Aerodrome (FAKT)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On Runway 11 at Wonderboom Aerodrome					
Meteorological Information	The pilot reported that fine weather conditions prevailed at the time of the accident.				
Number of people on board	1 + 3	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot accompanied by three passengers was on a private flight from Nijiri game farm to FAKT when the accident occurred.</p> <p>Upon arrival at the game farm, the pilot over flew the field for inspection and selected the undercarriage down for Runway 19. The pilot stated that he heard a strange noise and the landing gear down and locked light for the left hand main gear did not illuminate (green). The undercarriage was retracted and the emergency landing gear extension procedure was carried out but still the green light did not illuminate.</p> <p>The pilot elected to fly to Wonderboom Aerodrome as there are maintenance services and emergency services. Upon arrival at Wonderboom Aerodrome, he selected the undercarriage down. The ATC confirmed that the left hand main landing gear was not down. The ATC cleared the pilot for Runway 11 and the pilot execute wheels-up landing.</p> <p>The pilot further stated that feathered the propellers when he knew he was going to reach the runway. The aircraft skidded approximately 250 meters before coming to a halt.</p> <p>Although the aircraft was substantially damaged the occupants were not injured. The aircraft had flown a total of 28.8 hours since the last MPI which was certified on the 14 May 2004 at a total of 6050.8 airframe hours.</p>				
Probable Cause					
Due to the fact that bolt was installed incorrectly, the castle nut was snagging against the fuselage structure restricting the left hand main landing gear from extending during the extension of the undercarriage.					