

		Ref: 8064			
		SOUTH AFRICAN CIVIL AVIATION AUTHORITY ACCIDENT REPORT – EXECUTIVE SUMMARY			
Aircraft Registration	3D-BEE	Date of Accident	21 January 2006	Time of Accident	1550Z
Type of Aircraft	Beech 1900 C		Type of Operation	International Mercy Flight	
Pilot-in-command Licence Type	Airline Transport	Age	40	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	14561		Hours on Type	4000
Last point of departure	Maputo International Aerodrome (FQMA) in Mozambique.				
Next point of intended landing	Lanseria International Aerodrome (FALA) in South Africa.				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On Runway 06L (Left) at Lanseria International Aerodrome.					
Meteorological Information	Wind: 330°/05 kts Temperature: 25°C Visibility: Good				
Number of people on board	2 + 4	No. of people injured	0	No. of people killed	0
Synopsis	<p>On 21 January 2006 at 0947Z, a Swaziland-registered aircraft departed Maputo International Aerodrome in Mozambique on a Mercy/Medical flight to Lanseria International Aerodrome in South Africa.</p> <p>On board the aircraft were two Mozambican pilots, accompanied by two paramedics, an elderly male patient with a fractured hip secured to a stretcher and the patient's wife.</p> <p>The pilot-in-command who was also the pilot flying stated that after an uneventful flight, he executed a normal landing on Runway 06L at Lanseria International Aerodrome. He then selected reverse thrust on both engines but during the landing roll, the pilot not flying notified him that the left-hand main landing gear, down and locked light went out and the red landing gear unsafe warning light had illuminated.</p> <p>Shortly thereafter the left-hand wing started to drop and whilst the pilot attempted to maintain directional control, he requested the non flying pilot to shut down the engines. The aircraft veered off the runway onto the grass area next to the runway before coming to rest on the grass area.</p> <p>The pilots, passenger, paramedics and patient sustained no injuries during the accident however the aircraft sustained damage to the left-hand main landing gear, left-hand engine, left-hand propeller, left-hand landing gear doors and left-hand outboard and inboard flaps.</p> <p>The last Phase Inspection prior to the accident was certified on 27 March 2005 at 21152 airframe hours. At the time of the accident the aircraft had accumulated a further 186 airframe hours since the last phase inspection was certified.</p>				
Probable Cause					
<p>The left-hand undercarriage support arm draglink upper attachment bolt failed during the landing and the pilot was unable to maintain directional control of the aircraft. The aircraft veered off the runway to the left.</p>					
IARC Date		Release Date			