



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1493						
Classification	Serious Incident		Date	11 August 2025		Time	1210Z
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Dortchester Private Farm, North West Province		Place of Intended Landing	New Tempe Aerodrome (FATP), Free State Province			
Place of Occurrence	Runway 01 at New Tempe Aerodrome (FATP), Free State Province						
GPS Co-ordinates	Latitude	29° 01' 49.26" S	Longitude	26° 09' 47.41" E	Elevation	4504ft	
Aircraft Information							
Registration	ZS-FLR						
Make; Model; S/N	Beechcraft V35A (Serial Number: D-8923)						
Damage to Aircraft	Substantial			Total Aircraft Hours	3 608.0		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	51
Licence Valid	Yes	Total Hours	633.5		Total Hours on Type	199.5	
Total Hours 30 Days	3		Total Flying on Type Past 90 Days	5			
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Monday afternoon, 11 August 2025, a pilot and a passenger on-board a Beechcraft V35A aircraft with registration ZS-FLR took off on a private flight from Dortchester Private Farm in North West province to New Tempe Aerodrome (FATP) in Free State province. Visual meteorological conditions (VMC) prevailed at the time of the flight which was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The pilot reported that the take-off and flight to FATP were uneventful. Upon arrival at FATP, he flew over the runway (in accordance with the unmanned aerodrome joining procedures) to conduct a runway inspection after which he decided to land on Runway 01, which is 1300 metres (m) long. The pilot stated that the aircraft was configured with full flaps, and the approach speed was (85 KIAS). During the pre-landing checks, the pilot extended the landing gear. He stated that he heard the landing gear motor sound as well as the accompanying noise caused by the landing gear doors when opening; the mechanical indicator also moved to the landing gear down position. The pilot stated that the reflection of the sun caused the landing gear down indicator on the instrument panel seem illuminated. He proceeded with landing and, after touchdown, the pilot and the passenger heard a scraping sound as the aircraft skidded on its belly. The pilot switched off the fuel and the master switch, and the aircraft came to a stop on the runway. The pilot and the passenger</p>							

disembarked from the aircraft; they were not injured. The aircraft sustained damage to the propeller, wing flaps and airframe belly skin.

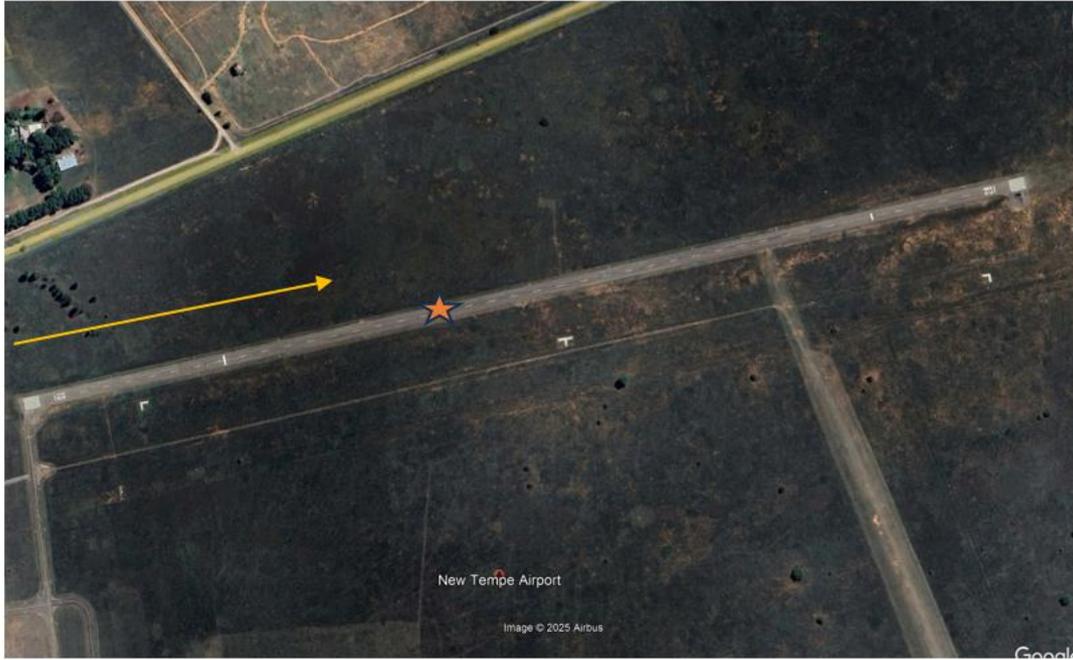


Figure 1: The arrow shows the landing direction, and the star indicates the serious incident site. (Source: Google Earth)



Figure 2: The aircraft at the serious incident site. (Source: Pilot)

The pilot reported that the aircraft was airworthy at the time of the flight. It was recovered to the hangar at FATP on 11 August 2025. According to the technical report from the aircraft maintenance engineer (AME), the aircraft was placed on jacks, and the undercarriage retraction system was tested. It was found that the emergency extension handle had inadvertently become engaged in-flight. The pilot stated that during the flight, the passenger had moved the luggage that was located behind the front seat and inadvertently activated (engaged) the emergency extension handle. This jammed the emergency extension handle during undercarriage operation. The AME further stated that this also tripped the undercarriage motor circuit breaker. The handle was returned to its stowed position, and the undercarriage subsequently operated normally. The AME reported that the only abnormality he noticed during the inspection was the undercarriage/throttle warning light that was unserviceable at the time of testing. The pilot stated that the landing gear down seemed illuminated, but it was confirmed to be unserviceable by the AME during the post-accident inspection.

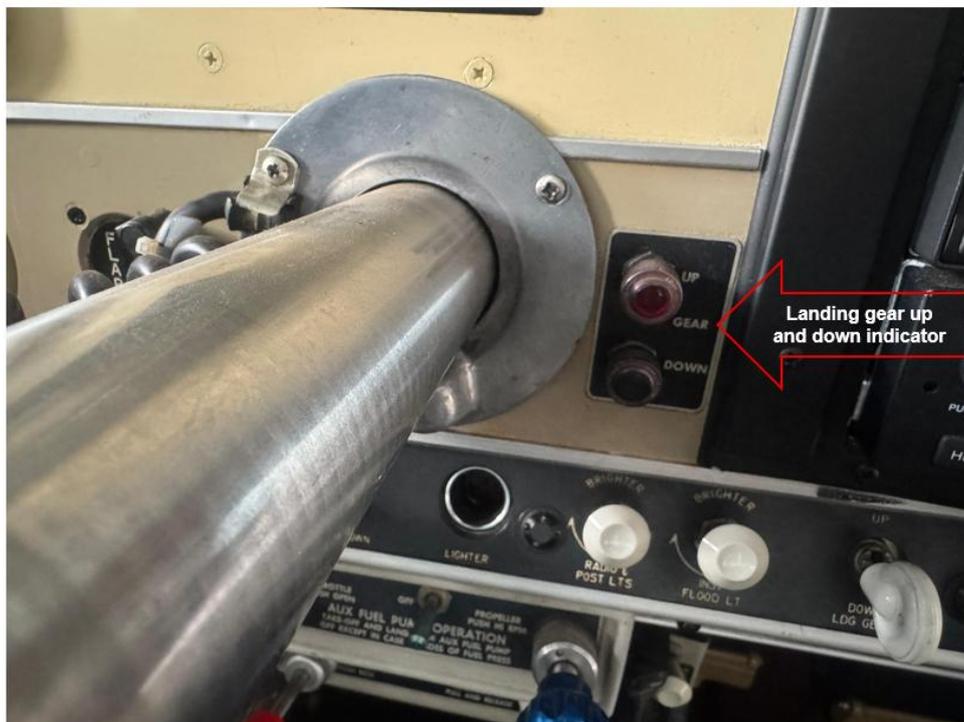


Figure 3: The landing gear up and down indicator lights. (Source: Aircraft maintenance engineer)



Figure 4: The emergency landing gear extension handle. (Source: Aircraft maintenance engineer)

Landing Gear Manual Extension (Source: Beech Bonanza-V35-V35A-V35B Pilot's Operating Handbook)

Manual extension of the landing gear can be facilitated by first reducing airspeed. Then proceed as follows:

1. LDG GEAR Circuit Breaker -----OFF (PULL OUT)
2. Landing Gear Switch Handle ----- DOWN position
3. Hand crank Handle Cover (at rear of front seats) - REMOVE
4. Hand crank ----- ENGAGE and TURN COUNTERCLOCKWISE AS FAR AS POSSIBLE (approximately 50 turns)

CAUTION

The manual extension system is designed to lower the landing gear only. DO NOT ATTEMPT TO RETRACT THE GEAR MANUALLY.

5. *If electrical system is operative, check landing gear position lights and warning horn (check LDG GEAR INDICATOR and LOG GEAR WARNING circuit breakers engaged).*
6. *Check mechanical landing gear indicator - DOWN (V35, V35A)*
7. *Hand crank - DISENGAGE. Always keep it stowed when not in use.*

According to the Pilot's Operating Handbook, the hand crank handle should have a cover; the AME reported that the aircraft did not have one. The pilot stated that the emergency extension handle was inadvertently engaged by the passenger whilst moving the luggage in-flight. The AME confirmed that it was possible to inadvertently engage the emergency landing gear extension handle.

Findings

1. The pilot had a Private Pilot Licence (PPL) that was initially issued on 6 June 2008. The licence was reissued on 4 July 2024 with an expiry date of 31 July 2026. The pilot's licence was valid at the time of the flight.
2. The pilot's Class 2 aviation medical certificate was issued on 23 July 2025 with an expiry date of 31 July 2027 with a restriction to wear corrective lenses. The pilot's medical certificate was valid at the time of the flight.
3. The pilot had a total of 633.5 flying hours of which 199.5 hours were on the aircraft type. The aircraft was endorsed on his licence.
4. The last inspection of the aircraft was certified on 21 August 2024 at 3 559.8 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 20 August 2025 or at 3 659.8 hours, whichever comes first. The aircraft had accrued 48.2 hours since the said inspection.
5. The aircraft had a Certificate of Airworthiness (C of A) that was initially issued by the Regulator on 11 March 1968. The latest C of A had an expiry date of 30 September 2025. The Certificate of Registration (C of R) was issued to the current owner on 15 April 2021.
6. The aircraft maintenance organisation (AMO) which conducted the annual inspection of the aircraft had an AMO Certificate that was issued on 1 October 2024 with an expiry date of 30 September 2025.
7. The undercarriage/throttle warning light was found unserviceable during the post-accident inspection.
8. The emergency landing gear extension handle was inadvertently engaged in-flight which caused the handle to jam during undercarriage operation whilst the aircraft was in the landing phase. This, therefore, tripped the undercarriage motor circuit breaker.

Probable Cause(s)

The landing gear was not fully extended during landing which resulted in a wheels up landing.

Contributing Factor(s)
The emergency landing gear extension handle was inadvertently engaged during flight.
Safety Action(s)
None.
Safety Message and/or Safety Recommendation/s
None.
About this Report
<p><i>The decision to conduct a limited investigation is based on factors including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desk top enquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar occurrence.</i></p> <p><i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i></p>
Purpose
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not to apportion blame or liability.</i>
Disclaimer
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**