



J10/2/6972

A98-152

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	21 November 1998	<b>Time of Accident</b>	1200 UTC	
<b>Aircraft Registration</b>	<b>ZS-IRW</b>	<b>Type of Aircraft</b>	<b>Grumman G164A</b>	
<b>Pilot-in-command Licence Type</b>		<b>Licence Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	2100.00	Total Hours on Type	240.00
<b>Type of Operation</b>	Ferry Flight			
<b>Last point of departure</b>	Koppies			
<b>Next point of intended landing</b>	Farm, "Uitkoms", Petrus Steyn.			

### Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)

Field, 2nm from Petrus Steyn.

<b>Meteorological Information</b>	The weather was fine with the wind calm, the temperature 24 degrees C and visibility good.				
<b>Number of people on board</b>	Nil	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil

### Synopsis

The pilot reported that during a ferry flight from Koppies to a farm "Uitkoms" near Petrus Steyn, he suddenly experienced a complete loss of power. As he had sufficient height, he glided over some power lines and executed a forced landing on a maize field. On landing, however, the aircraft nosed over due to the soft and wet ground surface as a result of recent rains. The left-hand wing, vertical and horizontal stabilizer were substantially damaged. The pilot was not injured.

### Probable Cause

Some fuel was drained from the carburettor and found contaminated water and a yellowish substance. The carburettor was cleaned and the engine started, but ran very rough. Moisture was then removed from the magneto's which was considered to be as a result of the aircraft having been exposed to the inclement weather after the accident. The moisture was removed and the engine started and ran satisfactory thereafter.