



## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	30/7/99	<b>Time of Accident</b>	1000Z	
<b>Aircraft Registration</b>	<b>ZU-AWY</b>	<b>Type of Aircraft</b>	<b>Windlass Trike</b>	
<b>Pilot-in-command Licence Type</b>	Microlight		<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	321	Total Hours on Type	113
<b>Type of Operation</b>	Private			
<b>Last point of departure</b>	Bothaville			
<b>Next point of intended landing</b>	Bothaville			
<b>Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)</b>				
Bothaville				
<b>Meteorological Information</b>	Weather was fine			
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b> 0
<b>Synopsis</b>	<p>On Friday 30 July 1999, the church at Bothaville held a fete and the organizer asked one of the members of the congregation to do some flips for people in his microlight, during the course of the day. The flips were not to be paid for and only fuel would be supplied to him (the pilot/owner).</p> <p>The organizer had a runway scraped on an open piece of field next to the church and was in contact with the CAA in order to find out the procedures. He was led to believe that the if the flight is conducted from an open field and not from a public road no permission was needed.</p> <p>The pilot took off with a passenger and during the take-off he was unable to gain sufficient height and could not clear a tree in a garden of a house next to the open field.</p> <p>Only the passenger sustained minor injuries.</p>			
<b>Probable Cause</b>				
Water contamination in the fuel.				