



A00-027

J10/2/7169

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY**

**ACCIDENT REPORT - EXECUTIVE SUMMARY**

<b>Date of Accident</b>	1 March 2000	<b>Time of Accident</b>	Approximately 1420Z		
<b>Aircraft Registration</b>	ZS-MDT	<b>Type of Aircraft</b>	Cessna 414		
<b>Pilot-in-command Licence Type</b>	ATP		<b>Licence Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	± 4580.3	Total Hours on Type	± 4	
<b>Type of Operation</b>	Commercial				
<b>Last point of departure</b>	Gaberone (Botswana)				
<b>Next point of intended landing</b>	Maun (Botswana)				
<b>Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)</b>					
79.8 NM SW of Pandamatenga (Botswana)					
<b>Meteorological Information</b>	Unknown (Fine conditions according to Pilot & witnesses)				
<b>Number of people on board</b>	1 + 4	<b>No. of people injured</b>	1 + 4	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The flight originated in Lanseria on 1 March 2000 to Gaborone without incident. In Gaborone Customs and Immigration clearance were effected and the aircraft was refueled. Three more passengers joined the flight when it departed Gaborone at 1224Z, heading to Maun.</p> <p>After approximately 1½ hours into flight, the pilot noticed oil leaking from the port engine followed by an oil pressure drop and a rise in oil temperature. He decided to shut down the engine, but the aircraft started losing altitude, hence he opted to carry out a precautionary landing. While the pilot was searching for a suitable landing area, he discounted several possible landing areas and crash-landed the aircraft in a dense forest, approximately 220 km East of Maun.</p> <p>A post impact fire destroyed the aircraft but the occupants survived the accident albeit with varying injuries. The next day the pilot and one passenger decided to walk to find assistance. Four days later, they came across a hunting camp and the Search and Rescue team was alerted. The remaining passengers were rescued the following day on 6 March 2000.</p> <p>The aircraft was purchased by the pilot three days prior to the accident. Although the pilot stated that the aircraft was on a private flight, there is evidence that the clients paid a certain amount of money towards the flight. During the on-site investigation, the oil cap of the port engine could not be located. Both engines and propellers were inspected and found to be serviceable prior to the accident.</p> <p>It was also established that the pilot flew the aircraft without a valid Certificate of Airworthiness.</p>				
<b>Probable Cause</b>					
The cause of the accident was attributed to failure by the pilot to control the aircraft after shutting down the port-engine, which was spewing oil.					