



Ref: 7405

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-UAO	Date of Accident	21/09/01	Time of Accident	1410Z
Type of Aircraft	DRUINE TURBULENT		Type of Operation	Private	
Pilot-in-command Licence Type	Commercial	Age	43	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	772	Hours on Type	50 min	
Last point of departure	Nigel				
Next point of intended landing	FASI				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					

Runway 03 FASI

Meteorological Information	The weather was fine with a wind of 035/5-10k gusting				
Number of people on board	1	No. of people injured	None	No. of people killed	None

Synopsis

The aircraft was flown from Nigel to Springs and on it's arrival at Springs the pilot's intention was to carry out approximately 6 circuit and landings. On the second landing after the touch and go landing, the pilot lost directional control of the aircraft. The undercarriage caught a ridge of dirt causing the aircraft to tip onto its nose. The aircraft was extensively damaged.

On vacating the aircraft the pilot noticed a cumulonimbus cloud building up to the edge of the airfield and surmised that a gust from the cell caused the aircraft to swing.

This was the first flight in this type of aircraft and although the pilot was rated on other tail wheel type aircraft he had no formal training on a similar type aircraft nor was his license type endorsed to fly this type of aircraft.

An annual inspection was certified on 28 May 2001 and an Authority to fly was issued on 8 August 2001 and was valid until 8 August 2002. The homebuilt aircraft was only operated for 2,5 hours since the annual inspection.

The Third Party Legal Liability Insurance premium was paid for the year.

Probable Cause

Due to limited experience and possible weather related problems the pilot lost directional control of the aircraft during take-off following the touch and go landing.