



## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/7460	
<b>Aircraft Registration</b>	ZS-LTM	<b>Date of Accident</b>	3 February 2002		<b>Time of Accident</b>	1600Z
<b>Type of Aircraft</b>	Ayres S2R-331		<b>Type of Operation</b>		Agricultural	
<b>Pilot-in-command Licence Type</b>		Commercial Pilot Validation	<b>Age</b>	36	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	6 750		Hours on Type	1 800
<b>Last point of departure</b>		Mazabuka Aerodrome ( Zambia)				
<b>Next point of intended landing</b>		Mazabuka Aerodrome ( Zambia)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Mazabuka Aerodrome in Zambia						
<b>Meteorological Information</b>		Fine weather conditions prevailed				
<b>Number of people on board</b>	1 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot was scheduled to conduct a crop-spraying detail. Whilst performing a take-off roll from Mazabuka Aerodrome in Zambia, he experienced an engine failure. The aircraft veered to the right, departed the runway and collided with an anthill on the side of the runway.</p> <p>The pilot sustained no injuries. The aircraft sustained damage to the propeller, engine chemical spray pump and gate box.</p> <p>The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 20 August 2001, at 2 484.1 airframe hours. According to available records, the Aircraft Maintenance Organisation (AMO) that certified the last MPI on the aircraft prior to the accident had been in possession of a valid AMO Approval – No. 149.</p> <p>For notification purposes, as no official accident report was obtained from the State of Occurrence following the event.</p>						
<b>Probable Cause</b>						
To be determined by the State of Occurrence as stipulated in ICAO document, annexure 13, chapter 5, paragraph 5.1. (The State of Occurrence shall institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation).						
IARC Date	November 2007		Release Date	Reviewed by EM Office:AIID Sept.2009		