



Ref: 7511

SOUTH AFRICAN CIVIL AVIATION AUTHORITY**ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-MZT	Date of Accident	7 June 2002	Time of Accident	0753Z
Type of Aircraft	CESSNA 335	Type of Operation	Private		
Pilot-in-command Licence Type	Commercial	Age	58	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	20 760	Hours on Type	51	
Last point of departure	Vereeniging Aerodrome (FAVV)				
Next point of intended landing	Lanseria Aerodrome (FALA)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
400 m off the end of Runway 03 at Vereeniging Aerodrome.					
Meteorological Information	Surface wind: North-East less than 5 knots, Temperature: 14°C, Visibility: CAVOK				
Number of people on board	1 + 0	No. of people injured	1	No. of people killed	0

Synopsis

The owners of the aircraft received a Special Flight Permit on 31 May 2002 for the purpose of ferrying the aircraft from Vereeniging to Lanseria in order to have a Mandatory Periodic Inspection carried out on it.

According to the pilot he was unable to gain altitude after take-off and the aircraft impacted the ground in a tail low attitude, 400 m from the end of Runway 03. The pilot escaped with only a small laceration above his right eye.

The investigation revealed that both the turbo-chargers was not operational during the take-off, causing the aircraft's engines not to produce the required power.

The aircraft was due for an MPI as the previous MPI had been certified more than a year ago on 18 May 2001 although only 8 hours were flown since that MPI was certified.

Probable Cause

The turbo chargers of both engines were stationary (seized) at the time of the accident. This caused the aircraft's engines not to produce full power during the take-off. The aircraft was unable to attain a positive rate of climb on the reduced power output of the engines and crashed in the over-run area of the runway.