



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA 18/2/3/7564	
Aircraft Registration	ZS-OGA	Date of Accident	14 October 2002		Time of Accident	1445Z
Type of Aircraft	Airtractor AT-502B		Type of Operation		Commercial	
Pilot-in-command Licence Type		Commercial	Age	39	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	4608		Hours on Type	159
Last point of departure		Private Aerodrome on farm called "Romance"				
Next point of intended landing		Private Aerodrome on farm called "Romance"				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On Runway 31 at the private aerodrome on the farm called "Romance".						
Meteorological Information		Surface wind: 335 %5 knots, Temperature: 30 °C, Visibility: CAVOK.				
Number of people on board	1	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The aircraft was being utilized in an agricultural spraying detail with the intention to spray a maize field with insecticides. The pilot reported that shortly after rotation, the aircraft sank back onto the runway in an approximately 20° right-hand wing low attitude. He recovered from the situation to a certain extent and managed to establish the aircraft in a flying attitude again, but at low-speed with the associated poor response of the flying controls. The aircraft again sank back onto the runway and bounced back into the air, but this time the pilot was unable to recover from the situation. The aircraft impacted a fence at the end of the runway and nosed over. The undercarriage failed when it impacted with the sides of a water-furrow and the propeller separated from the aircraft.</p> <p>The previous Mandatory Periodic Inspection (MPI) of the aircraft was certified at 861.7 airframe hours on 14 August 2002 and it had accumulated a further 16.9 airframe hours since the MPI. According to the available records all required Airworthiness Directives and Service Bulletins was incorporated during MPI.</p> <p>The operator was the holder of a valid Air Operating Certificate (G253D), issued on 5 June 2002 with an expiry date of 14 June 2003. The aircraft was not authorized on the AOC.</p> <p>The Aircraft Maintenance Organization (AMO No. 167) was the holder of a valid Aircraft Maintenance Organization Approval issued on 30 March 2002 with an expiry date of 31 March 2003.</p>						
Probable Cause						
<p>The pilot rotated the aircraft prematurely and it entered an attitude where the induced drag was more than the available thrust produced by the engine. The aircraft sank back onto the runway surface and overran it, colliding with a fence and a water-furrow.</p>						
IARC Date				Release Date		