



CA18/2/3/7614

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

Aircraft Registration	ZS-JWL	Date of Accident	4 Jan 2003	Time of Accident	1600Z
Type of Aircraft	Cessna T210L		Type of Operation	International Flight	
Pilot-in-command Licence Type	Commercial	Age	27	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	2336		Hours on Type	10.3
Last point of departure	Orangemund: Namibia (FYOG)				
Next point of intended landing	Cape Town (FACT)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On R27 road near Atlantis					
Meteorological Information	South Westerly wind: 25kts, Temperature: +25°C and Visibility was fine.				
Number of people on board	1+4	No. of people injured	0	No. of people killed	0
Synopsis					
<p>The pilot held a valid licence and a valid medical certificate and was converted onto the aircraft the day before departure from Cape Town to Oranjemund. On 2 January 2003 the pilot departed on a low level flight from Cape Town to Oranjemund with four passengers on board. On arrival at Oranjemund the pilot could not locate the airfield due to adverse weather conditions and decided to carry on to Noordoewer.</p> <p>Following some confusion on where to clear customs, this was finally done at Rosh Pihna mine. When arriving at Rosh Pihna the pilot noticed that the runway was now a road in a suburb. He then flew further west towards Oranjemund where a passenger observed the new airfield at Scorpion mine and they landed. No fuel was available at Scorpion mine but the tour operator undertook to obtain 210 litres of fuel (AVGAS) from Springbok by road.</p> <p>On 4 January 2003, after the aircraft was refuelled to 450 lbs (225 lbs in each tank) of AVGAS. The pilot took-off from Noordoewer and flew to Rosh Pihna mine in order to clear Customs. At Rosh Pinha, no Custom officials were available and they then flew to Oranjemund where they cleared customs. The flight from Oranjemund to Cape Town was conducted at low level and with a rich mixture setting (95 – 100 lbs per hour) in strong headwind conditions. The pilot considered to land and refuel at Saldahna, but then decided to continue the flight without refuelling after he estimated the remaining fuel endurance at 1 ½ hours and the time to the final destination at 1 hour.</p> <p>At Bok Point the pilot decided to do a precautionary landing at Delta 200 due to low fuel, but approximately 5 nautical miles north of Delta 200, the engine failed and a forced landing was executed at Atlantis Water Authority Reserve. The accident occurred during daylight conditions.</p> <p>The aircraft sustained extensive damage during the accident, but the occupants escaped unharmed.</p> <p>The last MPI (Mandatory Periodic Inspection) was certified on 17 December 2002 and the aircraft has flown another 77 hours since the MPI was completed.</p>					
Probable Cause					
<p>During a flight from Oranjemund to Cape Town the engine failed as a result of fuel exhaustion. A forced landing was executed in the Atlantis Water Authority Reserve. During the landing, the nose wheel entered soft sand in an uneven terrain and the aircraft nosed over onto its' roof.</p>					