



Ref: 7743

SOUTH AFRICAN CIVIL AVIATION AUTHORITY
ACCIDENT REPORT EXECUTIVE SUMMARY

Date of Accident	16 December 2003	Time of Accident	1022Z		
Aircraft Registration	ZS-VLN	Type of Aircraft	Piper PA-17 (Veteran)		
Pilot-in-command Licence Type	Private		Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours	1158	Total Hours on Type	434	
Type of Operation	Private				
Last point of departure	FAPM (Pietermaritzburg – KZN)				
Next point of intended landing	FAPM (Pietermaritzburg – KZN)				
Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)					
On a public road (Murray Rd), just outside the perimeter of FAPM (Pietermaritzburg – KZN)					
Meteorological Information	Fine weather conditions prevailed at the time of the accident. The wind was at 140°/8 kt and the temperature approximately 35° - 37°C. Cavok.				
Number of people on board	1+1	No. of people injured	1	No. of people killed	0
Synopsis	<p>On 16 December 2003, at approximately 1022Z, the pilot accompanied by a passenger, took off from FAPM (Pietermaritzburg), for a private flight to Grassroots, Cato Ridge.</p> <p>After take-off the engine failed to produce power and finally failed. A forced landing was carried out in an open field, just outside the airport perimeter fence and the aircraft finally stopped on a public road. The pilot escaped unharmed but the passenger sustained a broken arm during the event. The aircraft was substantially damaged during the event.</p> <p>The pilot was the holder of a valid private pilots' licence and was properly rated on the aircraft type. He also held a valid medical certificate, which lapsed on 30 June 2004.</p> <p>The airframe and the engine were examined in a workshop but apart from accident related damage, nothing was found wrong. The aircraft was not flown since the Annual Inspection was carried out and the engine was not inhibited at any time. There was sufficient fuel in the fuel tank.</p> <p>During the course of the investigation it was established that the use of carburettor heat results in a power loss when applied and that the engine fails when applying a full rich mixture setting once the engine reaches normal working temperature.</p> <p>The aircraft type was accepted in South Africa and the currency fee was paid up-to-date. The aircraft was maintained by an approved person (AP29) and an Authority to Fly, valid until April 2004, was issued on 25 April 2003. The aircraft was maintained by the owner (Approved Person AP29). On 4 April 2003 the Annual Inspection was certified at 4157 Airframe hours.</p>				
Probable Cause					
The engine lost power and finally failed as a result of an incorrect mixture setting.					