



CA18/2/3/7810

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZU-CHZ	Date of Accident	18 May 2004	Time of Accident	0830Z
Type of Aircraft	JABIRU SP	Type of Operation	Private		
Pilot-in-command Licence Type	Micro-light pilot	Age	51	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	145.0	Hours on Type	145.0	
Last point of departure	Dundee Aerodrome (FADD)				
Next point of intended landing	Dundee Battlefields Country Lodge (Private aerodrome)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Dundee Battlefields Country Lodge (private aerodrome)					
Meteorological Information	Surface wind; Easterly at 5 knots, Temperature; 20 °C, Cloud; 2/8 at 8 000 feet				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot, accompanied by a passenger departed from Dundee Aerodrome on a private flight of the area followed by a full stop landing at the Dundee Battlefield Country Lodge, a private aerodrome in the area. With a light easterly wind blowing at the time, Runway 10 was elected for landing. The runway surface consisted of grass and it was about 1100m in length and ±8m wide. According to the pilot he had a high nose-up attitude on touch down with the aircraft veering slightly to the left. He attempted to correct it by applying right rudder pedal, but due to the camber of the runway and the rudder becoming ineffective (due to decay in speed) he was unable to steer the aircraft to the right. The aircraft rapidly approached a drainage furrow, which was located next to the runway and the pilot decided to exit the runway to the left but came across, head on with the extension of the furrow again. On impact with the furrow the nose landing gear collapsed and the propeller made contact with the ground, which resulted in the failure of one of the propeller blades.</p> <p>The aircraft was in possession of a valid Authority to Fly at the time of the accident, which was issued on 9 September 2003 and was valid until 8 September 2004.</p> <p>The last Annual Inspection prior to the accident was certified on 10 October 2003 at 449.4 airframe hours. Since the inspection was certified a further 54.8 hours were flown.</p>				
Probable Cause					
The pilot inadvertently allowed the aircraft to drift to the left on landing. He was unable to correct the situation timeously and the aircraft departed the runway to the left and collided with a drainage furrow before coming to rest.					
IARC Date		Release Date			