



Ref: 7878

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

Aircraft Registration	ZU-BGY	Date of Accident	14 November 2004	Time of Accident	0409Z
Type of Aircraft	WINDLASS AQUILLA		Type of Operation	Private	
Pilot-in-command Licence Type	Microlight Aeroplane Pilot	Age	47	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	359.1	Total Flying Hours on Type	359.1	
Last point of departure	Rustenburg Aerodrome (FARG)				
Next point of intended landing	Rustenburg Aerodrome (FARG)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Near Buffelspoortdam, on the road to Sparkling Waters.					
Meteorological Information	Fine weather conditions prevailed at the time of the accident. The wind was south-easterly and there were broken cloud at 9000 ft.				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0
Synopsis					

According to the pilot he took off from Rustenburg at 0340Z for a private flight to the Olifantsnek dam. When passing over the road going to Sparkling waters and Buffelspoort dam, following a series of turns, he turned towards Buffelspoort dam while at an altitude of 4800 ft AMSL with the intention to fly to Mooinooi, taking shortcut over the mountain at Buffelspoort dam.

During the turn he lost more height than anticipated and coming out of the valley towards Buffelsoort dam, misjudged himself with the elevation as it was uphill. He levelled the aircraft wings above the road and attempted to gain height while observing some telephone wires on either side of the road. However, he failed to observe some power lines across the road and the left main landing gear hooked onto the power lines. The latter action caused the aircraft to nose dive into the terrain.

Apart from minor injuries, the pilot escaped unharmed from the aircraft.

According to available information the aircraft was correctly maintained and has accumulated a total of 781.9 hours at the time of the accident. The last annual inspection was carried out on 2 June 2004 at 691 airframe hours.

The pilot was correctly licenced and type rated on the aircraft and held a valid medical certificate.

Probable Cause

The pilot collided with some power lines during a local pleasure flight, while flying low.