



Ref: 7887

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

Aircraft Registration	ZS-UFZ	Date of Accident	27 November 2004	Time of Accident	1110Z
Type of Aircraft	Druine Turbulent		Type of Operation	Private	
Pilot-in-command Licence Type	Airline Transport	Age	47	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	8000		Hours on Type	0
Last point of departure	Nelspruit Aerodrome (FANS)				
Next point of intended landing	Nelspruit Aerodrome (FANS)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
In a sugar cane field next to the Kaapsehoop road approximately 3 nm South-West of Nelspruit Aerodrome					
Meteorological Information	Surface wind: 360° at 5 knots, Temperature: 25°C, Visibility: 10km +				
Number of people on board	1	No. of people injured	1	No. of people killed	0

Synopsis

The aircraft was subjected to a test flight after extensive repairs were carried and a different engine was fitted. After the required pre-flight checks were carried out the pilot took-off from Runway 04 at Nelspruit Aerodrome. The pilot stated that since the take-off, he was only able to obtain a 200 feet per minute rate of climb. The engine started to loose power approximately 5 minutes after take-off, while still in the climb attitude. The pilot stated that the engine further lost power from a higher RPM to idle in approximately a minute. He had no other option than to carry out a forced landing in a sugar cane field in the late downwind area of the circuit. During the landing his face impacted the instrument panel, but besides smaller lacerations he was not seriously injured. The aircraft was extensively damaged.

The pilot was the holder of a valid Airline Transport Pilot license, but although his test pilot rating was approved, the process of endorsing the rating on his pilot license was not completed.

The Annual Inspection and repairs of the aircraft was certified on 24 October 2004, but it still needed to be registered in the name of the owner and an Authority to Fly needed to be issued. The test flight was carried out before these documents were issued.

During the investigation no tentative cause for the engine power loss could be established, however a point of concern was the play in the ignition timing advance/retard system.

Probable Cause

The aircraft suffered an engine power loss during the test flight. However the exact cause of this engine power loss could not be determined.

IARC Date

Release Date