



<b>EXECUTIVE SUMMARY- AIRCRAFT ACCIDENT REPORT</b>
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				Reference:	<b>CA18/2/3/7890</b>	
<b>Aircraft Registration</b>	<b>ZS-FEF</b>	<b>Date of Accident</b>	30 November 2004		<b>Time of Accident</b>	1615Z
<b>Type of Aircraft</b>	Piper PA 25-235		<b>Type of Operation</b>	Private		
<b>Pilot-in-command Licence Type</b>		Commercial	<b>Age</b>	50	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	10 995.0		Hours on Type	800.0
<b>Last point of departure</b>		Gobabis Aerodrome, Namibia (FYGB)				
<b>Next point of intended landing</b>		Gobabis Aerodrome, Namibia (FYGB)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Off runway 07 at Gobabis Aerodrome, Namibia						
<b>Meteorological Information</b>		The weather was fine. Wind 030° at 12 kts, temperature 24°C, 3/8 cumulonimbus cloud.				
<b>Number of people on board</b>	1 + 0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot stated that after he carried out a pre-take-off check on the aircraft, he took off from runway 07 at Gobabis Aerodrome in Namibia at an IAS of 75 mph. The aircraft became airborne normally, but as he turned into the wind at a height of approximately 100 ft above ground level (AGL), he experienced some turbulence and a negative rate of climb. He then cycled the flaps between 0° and 5° in an attempt to gain a positive rate of climb and manoeuvred the aircraft to the left and right in an attempt to gain more lift. The aircraft climbed a further 50 ft, but shortly thereafter, he experienced a severe downdraft and decided to head towards the last section of the cross-runway, runway 11, in an attempt to land on the available runway remaining. Unfortunately, the aircraft sank excessively and he was committed to execute a precautionary landing in a field covered with savannah bushes, approximately 100 m away, parallel to runway 11.</p> <p>The pilot sustained no injuries during the impact sequence. The aircraft was extensively damaged on impact with the savannah bushes. The left-hand main landing gear and the right-hand wing separated from the aircraft on impact, and the propeller blades were bent during the impact sequence.</p> <p>The last mandatory periodic inspection (MPI) was certified on 19 May 2004 at a total 7 500.0 airframe hours. The total airframe hours at the time of the accident was 7 547.8 hours. The aircraft had flown a further 47.8 hours since the last MPI was certified.</p>						
<b>Probable Cause</b>						
To be determined by the State of Occurrence as stipulated in the ICAO document, Annex 13, Chapter 5 Paragraph 5.1 (The State of Occurrence shall institute an investigation into the circumstances of the accident or incident and be responsible for the conduct of the investigation.)						
IARC Date	27 March 2008		Release Date	Reviewed by EM office: AIID October 2009		