



## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	<b>Ref: 7899</b>	
<b>Aircraft Registration</b>	ZS-KIO	<b>Date of Accident</b>	29 December 2004		<b>Time of Accident</b>	0315Z
<b>Type of Aircraft</b>	Grumman G164B		<b>Type of Operation</b>		Agricultural	
<b>Pilot-in-command Licence Type</b>		Commercial	<b>Age</b>	61	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	12574		Hours on Type	7000
<b>Last point of departure</b>		Hoopstad Aerodrome				
<b>Next point of intended landing</b>		Private Aerodrome in Hoopstad district				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
On the South-Westerly runway in a farm aerodrome in the Hoopstad district.						
<b>Meteorological Information</b>		Surface wind: Light and variable. Visibility: Good.				
<b>Number of people on board</b>	1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot had operated from the same aerodrome on the day preceding the accident. He stated that they were busy after it had rained the previous days, and to prevent the winds from disturbing the crop spraying operations they would begin very early in the mornings and finish at approximately nine o'clock the same morning.</p> <p>On the day of the accident the pilot stated that he took off from Hoopstad Aerodrome to an airfield situated south of the Hoopstad Aerodrome where he was to engage in crop spraying operations.</p> <p>During landing the ground crew was positioned at the end of the runway where they usually replenish the hopper. When the ground crew saw the aircraft landing they switched the vehicle head lights to guide the pilot, but he said he was blinded by the lights and one of the main wheel ran onto the soft soil next to the runway. The aircraft veered and overturned. The pilot exited the aircraft without injury and a post impact fire started. They were not able to extinguish the fire and the aircraft was destroyed.</p> <p>The last Mandatory Periodic Inspection (MPI) prior to the accident was certified on 17 November 2004 at a total of 6784 airframe hours. The aircraft was operated for 31 hours since the last MPI was certified. All the applicable Service Bulletins and Airworthiness Directives were complied with.</p>						
<b>Probable Cause</b>						
<p>During landing the pilot's vision was blinded by the vehicle head lights and he landed the aircraft on the side instead of the middle of the gravel runway, which caused the left main wheel to sink into soft soil and the aircraft overturned.</p>						
IARC Date				Release Date		