



Ref: 7910

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

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|--|--|------------------------------|----------------------|-----------------------------|-------|
| Aircraft Registration | ZU-AMZ | Date of Accident | 1 February 2005 | Time of Accident | 1630Z |
| Type of Aircraft | Windlass Trike | Type of Operation | Private | | |
| Pilot-in-command Licence Type | Microlight Pilot | Age | 46 | Licence Valid | Yes |
| Pilot-in-command Flying Experience | Total Flying Hours | 915 (490 Microlight Hours) | Hours on Type | 22 | |
| Last point of departure | Private Aerodrome (Micro Ranch), 7 nm East of Hartbeespoortdam | | | | |
| Next point of intended landing | Private Aerodrome (Micro Ranch), 7 nm East of Hartbeespoortdam | | | | |
| Location of the accident site with reference to easily defined geographical points (GPS readings if possible) | | | | | |
| Magaliesberg Mountain, Hartbeespoortdam. | | | | | |
| Meteorological Information | Wind: Calm Temperature: 30°C Visibility: Good | | | | |
| Number of people on board | 1 + 0 | No. of people injured | 1 | No. of people killed | 0 |
| Synopsis | <p>The aircraft was on a private flight, flying around the Magaliesberg mountain for approximately 40 minutes when the pilot approached the Magaliesberg Mountain from the North. The pilot stated that he did not realise that he was approaching the mountain at such a fast rate that the rising terrain exceeded the climb capability of his aircraft. In an attempt to turn away from the mountain, the aircraft stalled and collided with the side of the mountain.</p> <p>The pilot sustained serious injuries and the aircraft was destroyed on impact.</p> <p>The pilot was correctly licensed and rated on type.</p> <p>The aircraft had a valid Authority to Fly, which was issued on 23 July 2004. The Annual Inspection was certified on 20 July 2004 at a total of 993 flying hours and the aircraft accumulated 15 hours flying since the last Annual Inspection was certified.</p> | | | | |
| Probable Cause | | | | | |
| The pilot inadvertently exceeded the performance capabilities of the aircraft by pushing the trapeze bar too far forward while approaching high ground, causing the aircraft to stall. | | | | | |
| IARC Date | | Release Date | | | |