



Ref: 7955

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZU-AKP	Date of Accident	30 April 2005	Time of Accident	1700Z
Type of Aircraft	Windlass Trike		Type of Operation		Private
Pilot-in-command Licence Type	Microlight	Age	46	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	224.2		Hours on Type	224.2
Last point of departure	Gansbaai private aerodrome				
Next point of intended landing	Gansbaai private aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Pearly Beach					
Meteorological Information	According to the pilot fine weather conditions prevailed at the time of the accident. The wind was south-westerly at 5 knots and the visibility good. The temperature was 23°C and there were 6/8 cloud at 4000 feet.				
Number of people on board	1+1	No. of people injured	1	No. of people killed	0
Synopsis					
<p>On 30 April 2005, the pilot, accompanied by a friend was on a local pleasure flight in the area of Gansbaai.</p> <p>While flying along the beach at a height of approximately 200 feet AGL the engine failed and the pilot executed a forced landing on the beach. Unfortunately the area chosen was rocky and the right main wheel got stuck between the rocks, which caused the aircraft to roll over onto the rocks.</p> <p>The pilot escaped unharmed but the passenger sustained serious injuries and the aircraft sustained extensive damage.</p> <p>The pilot/owner reported that the coils, magneto and stator plate were replaced recently but were checked after the accident and appeared to be fine. He also checked the fuel tank contents after the accident and ascertained that it still contained about 10 litres fuel.</p> <p>The pilot was correctly licenced and type rated onto the aircraft and held a valid medical certificate as a micro-light pilot.</p> <p>According to available records the aircraft was correctly maintained. The last Annual Inspection was certified on 7 December 2004 at 342 airframe hours and the aircraft had accumulated a further 15 airframe hours since the last Annual Inspection was certified.</p>					
Probable Cause					
Undetermined.					