



Ref: 7984

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

<b>Aircraft Registration</b>	<b>ZS-OZA</b>	<b>Date of Accident</b>	7 July 2005		<b>Time of Accident</b>	0915Z
<b>Type of Aircraft</b>	Cessna 188B		<b>Type of Operation</b>	Private		
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	21	<b>Licence Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	388.25		Hours on Type	5.25	
<b>Last point of departure</b>	Monzi Private Aerodrome					
<b>Next point of intended landing</b>	Monzi Private Aerodrome					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Runway 04, Duku-Duku Aerodrome in Kwazulu Natal						
<b>Meteorological Information</b>	No surface winds prevailed, Temperature: 19°C Clouds: Scattered at 3000 ft					
<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 he was instructed by the operator to familiarise himself with the Umfolozi farm area because the operator requested him to conduct crop spraying in that area the following week.</p> <p>The pilot completed his conversion onto the aircraft type, approximately two weeks prior to the accident, and he wanted to familiarise himself with the aircraft first, before conducting the crop spraying.</p> <p>He elected to conduct several touch and go landings at an aerodrome approximately 3 km away from the aerodrome he took off from. On the first touch and go landing the pilot lost directional control of the aircraft and the aircraft ground-looped.</p> <p>The pilot sustained no injuries. The aircraft sustained damage to the right hand main landing gear, propeller and left hand wing.</p> <p>The last MPI (Mandatory Periodic Inspection) was certified on 6 June 2005 at 4527.9 airframe hours. At the time of the accident the aircraft had accumulated a further 26.2 airframe hours since the last MPI was certified.</p> <p>According to available records the Aircraft Maintenance Organisation (AMO) that certified the last MPI on the aircraft prior to the incident was in possession of a valid AMO approval, No.071 with an expiry date of 29 October 2005. The CAA conducted an audit on the AMO on 15 November 2004. The aircraft was type accepted in February 1966 as amended and all AD's and SB's was complied with.</p> <p>The operator had a valid Part 135 operating certificate, G447D, which was issued on 04 October 2004 with an expiry date of 05 August 2005.</p>					
<b>Probable Cause</b>						
The pilot lost directional control of the aircraft during landing and the aircraft ground looped.						
IARC Date		Release Date				

