



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8042	
Aircraft Registration	ZU-DVM	Date of Accident	15 November 2005	Time of Accident	0815Z	
Type of Aircraft	Cayotte II		Type of Operation	Test Flight		
Pilot-in-command Licence Type		Airline Transport	Age	63	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	24600.0		Hours on Type	0.6
Last point of departure		Rheenendal Aerodrome North of Knysna				
Next point of intended landing		Plattenberg Bay Aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Rheenendal Aerodrome North of Knysna						
Meteorological Information		CAVOK, Wind: Nil, Temperature: 19°C, Clouds: Nil.				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot stated that, he was initiating his test flight (for a proving flight) and after conducting a pre flight inspection and engine runs, he taxied to the end of Runway 30. The acceleration was normal. During the take off roll at 45 Miles Per Hour (MPH), the aircraft became airborne of its own accord. The aircraft climbed to approximately 20 feet Above Ground Level (AGL) when the engine power started to decay. The aircraft, due to loss of power, started to sink back onto the ground and as the aircraft was close to the ground, the pilot closed the throttle. The torque effect was for the aircraft to swing to the left, rather than opposite side. He used it to good effect and applied more left rudder to cause the aircraft to ground loop to the left.</p> <p>The pilot sustained no injuries and the aircraft had damage to the propeller, fuselage and left wing tip.</p> <p>It is possible that the aircraft was rotated prematurely and continued to climb to an unknown altitude before it stalled and started to sink back into the ground, resulting on a hard landing. The pilot knowingly flew an aircraft, which he was not rated on, as he had a class 2 test pilot rating.</p> <p>The aircraft was a new kit built and was on proving flight and was operated for 0.6 hours prior to the accident.</p>						
Probable Cause						
<p>The accident was attributed to a premature rotation of the aircraft resulting on a stall and a subsequent hard landing.</p> <p>Contributory Pilot not trained on type thus the lack of experience on type.</p>						
IARC Date				Release Date		