



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8276	
Aircraft Registration	ZU-AXU	Date of Accident	21 March 2007		Time of Accident	1530Z
Type of Aircraft	Windlass Trike		Type of Operation	Private		
Pilot-in-command Licence Type		Microlight Licence	Age	37	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	390		Hours on Type	390
Last point of departure		Phalaborwa Aerodrome (FAPH) in the Limpopo Province.				
Next point of intended landing		Phalaborwa Aerodrome (FAPH) in the Limpopo Province.				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
To the left hand side of Runway 19 at Phalaborwa Aerodrome(FAPH).						
Meteorological Information		Wind: 150%5 knots Temperature: 32°C Visibility: CAVOK				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	
Synopsis		<p>The pilot accompanied by a passenger stated that they departed from Runway 01 at (FAPH) on a scenic flight. The duration of the flight was approximately one hour and twenty minutes. On his return to the Aerodrome, he approached Runway 19 for landing. He further stated that the touch down was normal, but just before the aircraft came to a complete stop they experienced a gust of wind from the right, which caused him (the pilot) to lose control of the aircraft. According to the pilot the gust of wind was so severe that it "ripped" the controls (trapeze bar) out of his hands and the left-hand side of the wing impacted the runway.</p> <p>The pilot and passenger sustained no injuries. The aircraft sustained damage to the wing, propeller and left hand main wheel.</p> <p>The Authority to Fly of the aircraft was not valid at the time of the accident. Available records indicate that the last Authority to Fly that was issued for this aircraft was on 19 October 2005 with an expiry date of 18 October 2006. The last Annual Inspection was carried out on 17 October 2005 at 773 airframe hours and the aircraft had accumulated a further 51.5 flying hours since the inspection was certified.</p> <p>The last Annual Inspection was certified by Approved Person (AP) No. 218, which was in possession of a valid accreditation from the Aero Club of South Africa and Microlight Association of South Africa (MISASA).</p>				
Probable Cause						
<p>The pilot experienced a gust of wind after landing which caused him to loose control of the aircraft, resulting in the left hand side of the wing of the aircraft to impact the ground.</p>						
IARC Date				Release Date		