



## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA/18/3/2/8446	
Aircraft Registration	ZU-DRI	Date of Accident	26 February 2008		Time of Accident	0945Z
Type of Aircraft	Jabiru J450		Type of Operation		Private	
Pilot-in-command Licence Type		Private	Age	43	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	411.7		Hours on Type	330.6
Last point of departure		Gariep Aerodrome, Northern Cape (FAHV)				
Next point of intended landing		George Aerodrome (FAGG)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Near Somerset East (GPS co-ordinates: S 32° 36.09' E 025° 23.19')						
Meteorological Information		<p>According to the official meteorological report from the South African Weather Service, no official observation was available at the time and place of the accident. The surface trough over the central interior and the cut-off low pressure system over the Western Cape caused thundershowers to develop over the Eastern Cape, KZN, Free State and Botswana. The thundershowers were associated with heavy rain and hail in places. The most likely weather at the place of the incident was heavy rain with hail and gusty winds with visibility reduced to 1 km or less.</p> <p>According to the pilot, the following weather conditions prevailed at the time of the incident: Fine weather conditions, a northerly wind at 7 kts, temperature 28 °C, good visibility</p>				
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	
Synopsis		<p>The pilot was on a private flight from Springs Aerodrome to George Aerodrome, and had landed at Gariep Aerodrome to refuel the aircraft. After take-off from Gariep Aerodrome, the pilot routed to George Aerodrome but had to divert to Port Elizabeth due to deteriorating weather. After diverting to Port Elizabeth, he descended to FL075 to avoid cloud. Shortly thereafter, he encountered severe hail that shattered the windshield and the propeller. A forced landing was carried out in a short and rough field and the aircraft overturned during the landing. The pilot declared an emergency on frequency 124.7 MHz before landing.</p> <p>The pilot sustained facial injuries during the accident sequence. The aircraft was destroyed during the accident sequence.</p> <p>The pilot was the holder of a valid private pilot licence. According to the pilot, he obtained an official weather report from the South African Weather Bureau on 25 February 2005 and again on 26 February 2005 at 0130Z before leaving from Springs Aerodrome. He left from Gariep Aerodrome at 0800Z on 26 February 2005, flying at FL105.</p> <p>The last annual inspection was certified on 20 February 2008 at 338.2 airframe hours, and the aircraft had flown 4.8 hours since.</p>				
Probable Cause		The pilot flew into adverse weather conditions and hail.				
IARC Date	26-March-2008	Release Date	Reviewed by EM Office: AIID October 2009			
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**Figure 1:** The accident site and aircraft