



## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8866	
<b>Aircraft Registration</b>	ZS-AWJ	<b>Date of Accident</b>	07 November 2010		<b>Time of Accident</b>	1200Z
<b>Type of Aircraft</b>	Piper PAJ3 Cub		<b>Type of Operation</b>		Private	
<b>Pilot-in-command Licence Type</b>		ATPL	<b>Age</b>	52	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	14116.0		Hours on Type	211.0
<b>Last point of departure</b>		Rand Aerodrome (FAGM) Gauteng				
<b>Next point of intended landing</b>		Rand Aerodrome (FAGM) Gauteng				
<b>Location of accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Henley Aero Modellers Club near Meyerton, Gauteng at GPS Co-ordinates: S26°34' 42" E028°04' 23"						
<b>Meteorological Information</b>		Fine weather conditions, Surface wind 170°5-6kt. T emperature 25°C CAVOK				
<b>Number of people on board</b>		1+0	<b>No. of people injured</b>	1	<b>No. of people killed</b>	0
<b>Synopsis</b>						
<p>On 07 November 2010 at approximately 1200Z the pilot departed Rand Aerodrome (FAGM) on a local private flight. After flying for approximately 45 minutes he attempted a fly past overhead Henley Aero Modelling Club near Meyerton in an easterly direction.</p> <p>The pilot stated that he observed and cleared some telephone wires spanned along the road on the approach but failed to notice the power lines just further ahead. The aircraft undercarriage impacted and snagged the upper power line causing the aircraft to pitch down. The power line eventually snapped and the aircraft impacted the grass covered surface with the aircraft in a 30° nose down attitude.</p> <p>The pilot sustained only minor injuries during the impact sequence. The aircraft sustained substantial damage to the undercarriage, fuselage and propeller.</p>						
<b>Probable Cause</b>						
<p>The pilot flew the aircraft too low above the ground when planned a fly past overhead the Modellers club airfield causing the aircraft to collide with power lines spanned adjacent to a road.</p>						
IARC Date			Release Date			



## AIRCRAFT ACCIDENT REPORT

**Name of Owner/Operator** : Radcool Investments (Pty) Ltd  
**Manufacturer** : Piper Aircraft Corporation  
**Model** : JC3-85  
**Nationality** : South African  
**Registration Marks** : ZS-AWJ  
**Place** : Henley Aero Modellers Club near Meyerton  
**Date** : 07 November 2010  
**Time** : 1245Z

*All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.*

### Purpose of the Investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (1997) this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to establish legal liability.***

### Disclaimer:

*This report is given without prejudice to the rights of the CAA, which are reserved.*

## 1. FACTUAL INFORMATION

### 1.1 History of Flight

- 1.1.1 On 07 November 2010 at approximately 1200Z the pilot departed Rand Aerodrome (FAGM) on a local private flight. After flying for approximately 45 minutes he attempted a fly past overhead Henley Aero Modelling Club near Meyerton in an easterly direction.
- 1.1.2 The pilot stated that he observed and cleared some telephone wires spanned along the road on the approach to Henley Aero Modelling Club but failed to notice the power lines just further ahead. The aircraft undercarriage impacted and snagged the upper power line causing the aircraft to pitch nose down. The power line eventually snapped and the aircraft impacted the grass covered surface with the aircraft in a 30° nose down attitude.
- 1.1.3 The aircraft came to rest approximately 10 metres further on.



PICTURE 1: SHOWS DAMAGE TO LANDING GEAR, PROPELLER, UNDERSURFACE

## 1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	1	-	-	-
None	-	-	-	-

## 1.3 Damage to Aircraft

1.3.1 The aircraft sustained substantial damage to the undercarriage, fuselage and propeller.

## 1.4 Other Damage

1.4.1 The upper power line snapped during the impact with the aircraft undercarriage



PICTURE 2: SHOWS UPPER TENSION CABLE SNAPPED ON IMPACT

## 1.5 Personnel Information

### 1.5.1 Pilot

Nationality	South African	Gender	Male	Age	52
Licence Number	0270007198	Licence Type	ATPL		
Licence valid	Yes	Type Endorsed	Yes		
Ratings	Instructors; Night; Instrument; Safety & Tug pilot.				
Medical Expiry Date	30 April 2011				
Restrictions	Corrective lenses				
Previous Accidents	None				

Flying Experience:

Total Hours	14116.0
Total Past 90 Days	129.0
Total on Type Past 90 Days	3.4
Total on Type	211.0

## 1.6 Aircraft Information

### 1.6.1 Airframe:

Type	Piper PA J3-85 Cub	
Serial Number	16529	
Manufacturer	Piper Aircraft Corporation	
Date of Manufacture	1946	
Total Airframe Hours (At time of Accident)	3815.5	
Last MPI (Date & Hours)	22 December 2009	3788.8
Hours since Last MPI	26.7	
C of A (Issue Date)	21 August 2003	
C of R (Issue Date) (Present owner)	11 August 2010	
Operating Categories	Standard	

### 1.6.2 Engine:

Type	TCM C-85
Serial Number	36543-6-12
Hours since New	1606.6
Hours since Overhaul	487.1

### 1.6.3 Propeller:

Type	Sensenich W72CK-48
Serial Number	AB9032
Hours since New	487.1
Hours since Overhaul	Not yet reached

## 1.7 Meteorological Information

1.7.1 According to the pilot questionnaire the weather was as follows:

Wind direction	360°	Wind speed	8kt	Visibility	Good
Temperature	26°C	Cloud cover	High	Cloud base	5000'
Dew point	N/A				

## 1.8 Aids to Navigation

1.18.1 The aircraft was fitted with the standard navigational equipment. No abnormalities were reported prior to the accident.

## 1.9 Communications.

1.9.1 The aircraft was fitted with the standard communication equipment and none was reported unserviceable prior to the flight.

## 1.10 Aerodrome Information

1.10.1 The aircraft was operating outside the boundaries of an aerodrome at the time of the accident. The aircraft attempted to perform a fly past overhead Henley Aero Modellers Club near Meyerton that is restricted to a height of 400' from the ground level for modelling airplanes.

## 1.11 Flight Recorders

1.11.1 The aircraft was not equipped with a Flight Data Recorder (FDR) or a Cockpit Voice Recorder (CVR) nor was either required to be installed on the aircraft.

## 1.12 Wreckage and Impact Information

1.12.1 The pilot intended to perform a fly past overhead Henley Aero Modelling Club in a Easterly direction when he observed and cleared some telephone wires spanned along the road during the approach but failed to notice the power lines just further ahead. The aircraft undercarriage impacted and snagged the upper power line causing the aircraft to pitch nose down. The power line eventually snapped and the aircraft impacted the grass covered surface with the aircraft in a 30° nose down attitude. The aircraft came to rest approximately 10 metres further on.

## 1.13 Medical and Pathological Information

1.13.1 Not applicable.

## 1.14 Fire

1.14.1 There was no pre- or post impact fire.

## **1.15 Survival Aspects**

1.15.1 The pilot was properly restrained with the aircraft safety harnesses and due to no damage caused to the cockpit area, he escaped with only minor injuries.

## **1.16 Tests and Research**

1.16.1 None considered necessary.

## **1.17 Organizational and Management Information**

1.17.1 This was a private flight.

1.17.2 The Airworthiness Department had conducted an Audit on the AMO No 1145 on 18 November 2009 and on 03 February 2010. No major discrepancies were found.

## **1.18 Additional Information**

1.18.1 None.

## **1.19 Useful or Effective Investigation Techniques**

1.19.1 None.

## **2. ANALYSIS**

2.1 The pilot observed telephone wires on the approach to carry out a fly past overhead the Henley Aero Modelling Club but failed to notice power lines ahead causing the aircraft to impact the upper power line and the grass covered surface.

2.2 There was no evidence of the aircraft system malfunctioning or the engine malfunctioning at the time of the accident.

2.3 The pilot was properly rated and medically fit to fly the aircraft.

2.4 Fine weather conditions prevailed at the time of the accident and were not considered that have contributed to the cause of the accident.

## **3. CONCLUSION**

### **3.1 Findings**

3.1.1 This pilot had a valid licence and was properly rated on the aircraft type.

3.1.2 The pilot was in possession of a valid medical certificate with the expiry date being 30 April 2011.

3.1.3 The aircraft had a valid certificate of airworthiness issued on 21 August 2003 with

the expiry date of 20 August 2011.

3.1.4 The pilot flew too low above the ground and collided with power lines.

3.1.5 The weather was reported to be fine and the aircraft operated under VMC conditions.

3.1.6 The pilot sustained only minor injuries during the accident sequence.

### **3.2 Probable Cause/s**

3.2.1 The pilot flew too low above the ground when he planned a fly past overhead the Modellers Club airfield causing the aircraft to impact power lines..

## **4. SAFETY RECOMMENDATIONS**

4.1 None.

## **5. APPENDICES**

5.1 None

Compiled by:

Francois de Bruyn

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**For: Director of Civil Aviation**

Date: 30 June 2012

Investigator-in-charge: .....

Date: .....

Co-Investigator: .....

Date: .....

