



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8921	
Aircraft Registration	ZU-TAZ	Date of Accident	10 April 2011		Time of Accident	1335Z
Type of Aircraft	Quick-R		Type of Operation	Private		
Pilot-in-command Licence Type		Microlight	Age	50	Licence Valid	No
Pilot-in-command Flying Experience		Total Flying Hours	152.20		Hours on Type	26.80
Last point of departure		Rietfontein Private Airstrip				
Next point of intended landing		Rietfontein Private Airstrip				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Rietfontein Private Airstrip						
Meteorological Information		Surface wind: calm. Temperature: 23°C. Cloud base: Nil				
Number of people on board	1 + 1	No. of people injured	1+1	No. of people killed	0	
Synopsis						
<p>On the 10 April 2011 the pilot accompanied by a passenger took off from Rietfontein airfield for a local private flight. During the take-off roll after lift off the left wing stalled and the pilot opted to land back on the runway, while on the ground the aircraft veered to the left and collided with the pole.</p> <p>The pilot and the passenger sustained minor injuries.</p> <p>The aircraft sustained substantial damages to the wing and the undercarriage.</p>						
Probable Cause						
Loss of directional control after landing on the runway.						
IARC Date				Release Date		
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AIRCRAFT ACCIDENT REPORT

Name of Owner/Operator : G M Maritz
Manufacturer : P & M Aviation
Model : Quick R
Nationality : South African
Registration Marks : ZU-TAZ
Place : Rietfontein Private Airstrip
Date : 10 April 2011
Time : 1335Z

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 10 April 2011 the pilot accompanied by a passenger departed Rietfontein aerodrome in Gauteng province on a private flight under Visual Flight Rules (VFR). The pilot reported that before departure a thorough pre-flight inspection was carried out and start up and taxiing was uneventful. During the take-off roll at a speed of 55mph to 60mph the pilot pushed the trapeze bar forward with the intention to lift off. Shortly after lift, the aircraft lost lift and the left wing dropped. The pilot recovered the aircraft from the situation and landed back on the runway. The pilot then lost directional control of the aircraft and the aircraft veered to the left of the runway and collided with a concrete pole which was 33 meters from the centreline of the runway. The aircraft was substantially damaged during the accident sequence and both occupants were injured.

1.1.2 Excellent weather conditions were reported around the Rietfontein area at the time of the accident. The occupants of ZU-WLD witnessed the mishap. He informed the investigators that he called Lanseria (FALA) International airport air traffic controller (ATC) for the authorisation of the flight which was granted and was instructed to notify them when airborne. ZU-WLD took off and climbed to 200 feet above ground

level (AGL) and turned to the left waiting for ZU –TAZ to get airborne.

- 1.1.3 The pilot flew parallel to the runway observing ZU-TAZ taking off. At about a third of the runway he observed ZU-TAZ drifting to the left of the runway followed by a cloud of dust. ZU-TAZ then pitched over to the left and came to a standstill. The pilot immediately turned ZU-WLD aircraft around and flew around the accident site and the pilot of ZU-TAZ waved his hand indicating that he was fine. The pilot of ZU-WLD immediately notified FALA requesting permission to land with the intention to assist ZU-TAZ occupants. Permission to land was granted and the pilot of ZU-WLD landed and immediately headed to the accident site.
- 1.1.4 The witness also stated that on arrival to the accident site he observed that the accident aircraft had collided with a pole and was lying on its side in a ditch. The aircraft was substantially damaged and both occupants were injured. Both occupants were later rushed to the hospital for medical attention. The accident happened during day light condition within the boundary area of Rietfontein Aerodrome.

1.2 Injuries to Persons

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

1.3 Damage to Aircraft

- 1.3.1 The aircraft sustained substantial damages to the wing and the undercarriage.

1.4 Other Damage

- 1.4.1 The concrete pole broke off.

1.5 Personnel Information

Nationality	RSA	Gender	Male	Age	50
Licence Number	0271029753	Licence Type	Microlight		
Licence valid	No	Type Endorsed	Yes		
Ratings	None				
Medical Expiry Date	31 January 2009				
Restrictions	Monocular Protocol				
Previous Accidents	None				

Flying Experience:

Total Hours	152.20
Total Past 90 Days	17.30
Total on Type Past 90 Days	6.70
Total on Type	26.80

1.6 Aircraft Information

Airframe :

Type	Quick R	
Serial Number	8500	
Manufacturer	P & M Aviation	
Year of Manufacture	2010	
Total Airframe Hours (At time of Accident)	63.6	
Last Annual Inspection (Date & Hours)	22 January 2011	56.2
Hours since Last Annual Inspection	7.4	
Authority To Fly (Issue Date)	20 January 2010	
C of R (Issue Date) (Present owner)	12 January 2010	
Operating Categories	Proving Flight	

Engine :

Type	Rotax 912 S
Serial Number	5652976
Hours since New	63.6
Hours since Overhaul	TBO not yet reached

Propeller :

Type	Ward drive
Serial Number	C17691
Hours since New	63.6
Hours since Overhaul	TBO not yet reached

1.7 Meteorological Information

1.7.1 Weather information as obtained from the pilot's questionnaire.

Wind direction	N/E	Wind speed	1kts	Visibility	CAVOK
Temperature	23°C	Cloud cover	Nil	Cloud base	Nil
Dew point	Unknown				

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigation instruments as per manufacture design. None were reported unserviceable prior to or during the accident.

1.9 Communications

1.9.1 The aircraft was equipped with standard communication equipment as required by the regulator. There were no recorded defects to communication equipment prior to the flight.

1.10 Aerodrome Information

1.10.1 The accident occurred at a gravel private airstrip in Rietfontein.

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 it required by regulation to be fitted to this aircraft type.

1.12 Wreckage and Impact Information

1.12.1 The aircraft took off from the private airstrip at Rietfontein. During the initial stages of take-off roll at a speed of 55mph to 60mph the pilot reported that the aircraft rolled to the left and stalled. The pilot recovered and managed to land the aircraft. During landing the pilot lost control of the aircraft and the aircraft veered off to the left of the runway before it impacted with a pole which was 33 meters from the centreline of the runway.

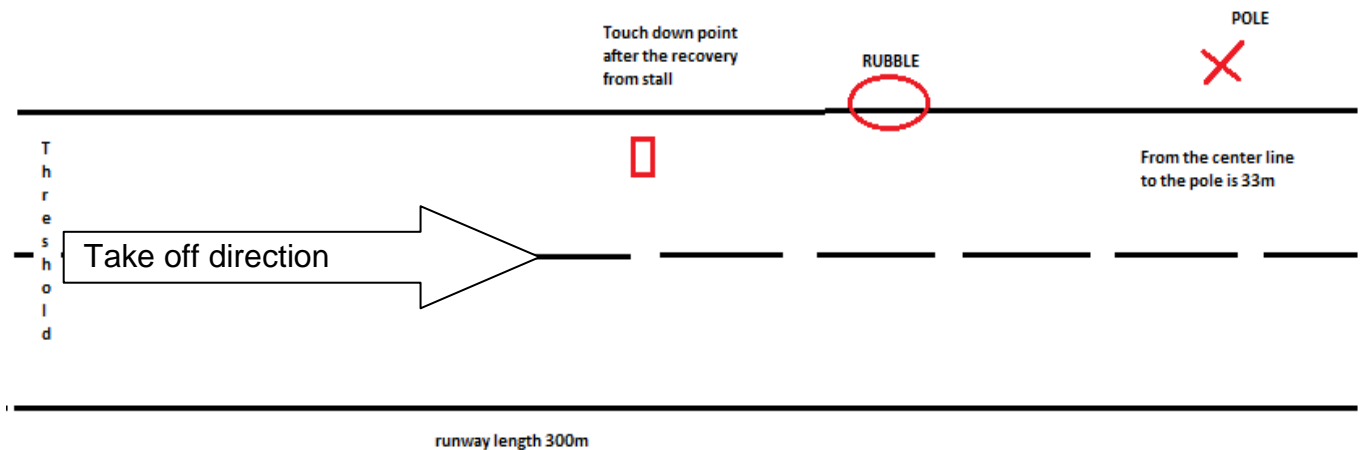


Figure 1 shows the layout of the Runway



Figure 2: indicates the gravel runway

1.13 Medical and Pathological Information

1.13.1 The pilot was admitted to hospital and the passenger was treated for shock.

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 restraint with the safety harnesses and due to the low impact force associated with the accident it is considered survivable.

1.16 Tests and Research

1.16.1 None.

1.17 Organizational and Management Information

1.17.1 This was a private flight.

1.18 Additional Information

1.18.1 None.

1.19 Useful or Effective Investigation Techniques

1.19.1 None.

2. ANALYSIS

2.1 On the 10 April 2011 the pilot accompanied by a passenger took off from Rietfontein airfield on a local private flight. During the take-off roll after lift off the aircraft rolled to the left and collided with a pole which was on the left hand side of the runway.

2.2 According to available maintenance records, the aircraft was properly maintained. The Annual Inspection was conducted as per regulations. The aircraft did not reflect any defect or malfunction that could have contributed or have caused the accident.

2.3 Fine weather conditions prevailed at the time of the accident. Therefore it is concluded that weather was not a contributory factor to the accident.

3. CONCLUSION

3.1 Findings

3.1.1 The pilot had an invalid license and an invalid medical certificate which expired on the 31 January 2009.

3.1.2 The aircraft had a valid authority to fly which expires on the 22 January 2012.

3.1.3 The aircraft was operating under VMC conditions.

3.1.4 Weather was reported to be fine at the time of accident.

3.2 Probable Cause/s

3.2.1 Loss of directional control after landing on the runway.

4. SAFETY RECOMMENDATIONS

4.1 None.

5. APPENDICES

5.1 None.