



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/9138
Aircraft Registration	ZU-VXU	Date of Accident	29 January 2013	Time of Accident	1530Z
Type of Aircraft	PA22-160 Veteran		Type of Operation	Private	
Pilot-in-command Licence Type	Private	Age	48	Licence Valid	No
Pilot-in-command Flying Experience	Total Flying Hours	173.85	Hours on Type	58	
Last point of departure	Petit Aerodrome, Gauteng province				
Next point of intended landing	Petit Aerodrome, Gauteng province				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
In a maize field before the threshold of Runway 03 at Petit Aerodrome , Gauteng Province					
Meteorological Information	Fine weather conditions with wind NW at 10 Kts, Temperature 28°C and 3/8 clouds				
Number of people on board	1+0	No. of people injured	0	No. of people killed	0
Synopsis	<p>On 29 January 2013 at approximately 1530Z the pilot was flying a circuit at Petit aerodrome.</p> <p>During the approach for landing on runway 21 the pilot, overshot the extended centre line of the runway. He attempted to take corrective action but the aircraft entered into an aerodynamic stall and crashed into a maize field just before the threshold of Runway 03.</p> <p>The pilot was not injured.</p>				
Probable Cause					
<p>Poor technique (Contributory cause)</p> <p>Fail to Maintain flying speed into an aerodynamic stall</p>					
IARC Date		Release Date			



AIRCRAFT ACCIDENT REPORT

Name of Owner : Stopforth G
Name of Operator : Private
Manufacturer : Piper Aircraft Corporation
Model : PA22-160 (Veteran)
Nationality : South African
Registration Marks : ZU-VXU
Place : In a maize field before the threshold of Runway 03 at
 Petit Aerodrome, Gauteng Province
Date : 29 January 2013
Time : 1530Z

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 produced without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of Flight

1.1.1 On 29 January 2013 at approximately 1530Z the pilot was flying a circuit at Petit aerodrome with ZU-VXU. During the approach for the landing the pilot overshot the extended centre line of runway 21. He then applied power to go-around but the aircraft failed to gain height and the aircraft entered into an aerodynamic stall and crashed just before the threshold of Runway 03.

1.1.2 After the accident the pilot, who is also the owner of the aircraft, proceeded to

recover the aircraft to his hangar without reporting the accident and without getting permission to move the aircraft. The next day a witness observed the pilot dismantling the aircraft in the hangar and removing the wings etc. The witness then informed the SACAA of the accident.

1.1.3 The accident occurred before the threshold of Runway 03 at Petit aerodrome in a maize field at an elevation of 5450 ft at 1530Z during daylight conditions.

1.2 Injuries to Persons

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

1.3 Damage to Aircraft

1.3.1 The aircraft sustained substantial damage to both the wings, the nose landing gear and the empennage area.



Figure 1: The left hand wing



Figure 2: The Rudder



Figure 3: the right hand Wing



Figure 4: The nose landing gear

1.4 Other Damage

1.4.1 There was no other damage.

1.5 Personnel Information

Nationality	South African	Gender	Male	Age	48
Licence Number	0271034100	Licence Type	Private		
Licence valid	No	Type Endorsed	Yes		
Ratings	Nil				
Medical Expiry Date	31 August 2012				
Restrictions	Annual ECG				
Previous Accidents	Nil				

Flying Experience :

Total Hours	173.85
Total Past 90 Days	0
Total on Type Past 90 Days	0
Total on Type	58

1.6 Aircraft Information

Airframe:

Type	PA22-160 (Veteran)
Serial Number	22-3080
Manufacturer	Piper Aircraft Corporation
Date of Manufacture	1955

Total Airframe Hours (At time of Accident)	3127.5	
Last Annual Inspection (Date & Hours)	27 February 2012	3127
Hours since Last Annual Inspection	0.5	
Authority to Fly (Issue Date)	26 February 2013	
C of R (Issue Date) (Present owner)	28 February 2012	
Operating Categories	Private	

Engine:

Type	Lycoming O-320
Serial Number	L11668-39A
Hours since New	882
Hours since Overhaul	TBO not reached

Propeller:

Type	Sensenich M74DM-0-60
Serial Number	K5496
Hours since New	Unknown
Hours since Overhaul	148.4

1.7 Meteorological Information

Wind direction	NW	Wind speed	10 kts	Visibility	>1000m
Temperature	28°C	Cloud cover	3/8	Cloud base	Unknown
Dew point	Unknown				

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigation equipment as approved by the regulator for the aircraft type. No defects were reported prior to the flight.

1.9 Communications.

1.9.1 The aircraft was equipped with standard communication equipment as approved by the regulator for the aircraft type. No defects were reported prior to the flight.

1.10 Aerodrome Information

Aerodrome Location	Petit	
Aerodrome Co-ordinates	S26°04' 53.5" E028°23' 26 .0"	
Aerodrome Elevation	5450	
Runway Designations	03 / 21	

Runway Dimensions	1300m x 30m	
Runway Used	21	
Runway Surface	Grass	
Approach Facilities	N/A	

1.11 Flight Recorders

1.11.1 The aircraft was not equipped with a FDR (Flight Data Recorder) or a CVR (Cockpit Voice Recorder). Neither recorder was required by the relevant aviation regulations.

1.12 Wreckage and Impact Information

1.12.1 Wreckage and impact information could not be established because the pilot recovered the wreckage before an official investigation was done.

1.13 Medical and Pathological Information

1.13.1 Not applicable

1.14 Fire

1.14.1 There was no fire.

1.15 Survival Aspects

1.15.1 Not applicable.

1.16 Tests and Research

1.16.1 This was a private flight.

1.17 Organizational and Management Information

1.17.1 This was a private flight.

1.18 Additional Information

1.18.1 On 4 February 2013 the IIC submitted the following information to the DCA for consideration and possible action, re:

- a) The failure of the pilot to report the accident.
- b) The failure of the pilot / owner to obtain permission to recover the aircraft from the accident site.
- c) The dismantling of the aircraft and removal of the evidence from the hangar.

1.18.2 According to the pilot there were no unattended outstanding defects prior to the flight except for a flat battery. He started the aircraft by means of turning the propeller by hand.

1.19 Useful or Effective Investigation Techniques

1.19.1 None.

2. ANALYSIS

2.1 On 29 January 2013 at approximately 1530Z the pilot was flying a circuit at Petit aerodrome with ZU-VXU. During the approach for the landing the pilot overshot the extended centre line of runway 21. He then applied power to go-around but the aircraft failed to gain height and the aircraft entered into an aerodynamic stall and crashed just before the threshold of Runway 03.

The fact that the pilot did not do any flying in the 90 days prior to the accident indicates that he was not current on the aircraft in terms of the regulations.

3. CONCLUSION

3.1 Findings

3.1.1 During the approach for the landing the pilot overshot the extended centre line of the runway. The aircraft entered into an aerodynamic stall and crashed into a maize field before the threshold of Runway 03.

3.1.2 The pilot did not report the accident to the SACAA as per CARs (Part 12)

3.1.3 The pilot / owner failed to obtain permission to recover the aircraft from the accident site.

3.1.4 The pilot/owner dismantled the aircraft and removed evidence from the aircraft without permission.

3.1.5 The pilot did not have a valid licence to conduct the flight as required by the existing regulations.

3.1.6 The maintenance records indicated that the aircraft was equipped and maintained in accordance with existing regulations and approved procedures.

3.1.7 There was no recorded evidence of any outstanding defects prior to the flight.

3.2 Probable Cause/s

3.2.1 Fail to maintain flying speed.

3.3 Contributory cause:

3.3.1 Poor technique

4. SAFETY RECOMMENDATIONS

- 4.1 The findings regarding the non-adherence of the pilot should be escalated to the DCA for consideration and possible action.

5. APPENDICES

- 5.1 None.