



Ref: 7816

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

Aircraft Registration	ZS-EGW	Date of Accident	9 June 2004	Time of Accident	1140Z
Type of Aircraft	Cessna 150	Type of Operation	Private		
Pilot-in-command Licence Type	Private	Age	37	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	165	Hours on Type	80	
Last point of departure	Nelspruit Aerodrome				
Next point of intended landing	Hongonyi Lodge- Hoedspruit				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Over the end of the runway at Hongonyi Lodge- Hoedspruit.					
Meteorological Information	Temperature: 27°C. Surface Wind: 170°/15kts. CAVOK				
Number of people on board	1+1	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot reported that he took off from Runway 26 at Hongonyi Private game reserve in Hoedspruit. He stated that he felt that the aircraft was slow and applied 10° flaps during the ground run. The rotation was at 60mph and at that time more lift was required and the pilot elected to turn into the wind at 170° and applied more flaps to gain more height. The aircraft started to loose height. The pilot stated that he got confused and applied more flaps and the aircraft crashed.</p> <p>The aircraft was extensively damaged and the occupants on board were not injured.</p> <p>The aircraft was type accepted in the Republic.</p> <p>The last MPI prior to the accident was certified on 21 April 2004 at 11121.1 flying hours and the aircraft was operated for 63.4 hours since the last MPI was certified. All the applicable Service Bulletins and Airworthiness Directive were complied with. The CAA audited the Aircraft Maintenance Organisation on 14 November 2002 and 11 November 2003 respectively.</p> <p>The pilot applied more than 10° flaps during the climb phase of the flight, this induced more drag on the aircraft, and this compromised the climb performance. The heavy passenger and pilot on board further worsened the situation.</p> <p>No on-site investigation was conducted.</p>				
Probable Cause					
<p>This accident was attributed to the pilot continuously applying flaps during take off. This lead to the creation of more drag and the aircraft was unable to climb and crashed.</p> <p>Contributory cause: The aircraft was fairly heavy during take-off.</p>					
IARC Date		Release Date			