



Ref: 7926

SOUTH AFRICAN CIVIL AVIATION AUTHORITY**ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-FNN	Date of Accident	9 March 2005		Time of Accident	0915Z
Type of Aircraft	Cessna 150J		Type of Operation	Training		
Pilot-in-command Licence Type	Commercial		Age	21	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		1 970.0		Hours on Type	620.0
Last point of departure	Virginia Aerodrome (FAVG)					
Next point of intended landing	Virginia Aerodrome (FAVG)					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On a sugar cane farm between Dudley Pringle dam and Balito Micro-light aerodrome						
Meteorological Information	Surface Wind: 210/8kts, Temperature: 27°C, Visibility: >10km, Scattered clouds at 5000ft					
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0	

Synopsis

The instructor, accompanied by a student pilot departed Virginia aerodrome at 0800Z on a training flight. Once in the general flying area they climbed to a height of 2500 feet AMSL (above mean sea level) with the intention of practicing a simulated forced landing.

Carburettor heat was applied and the power was reduced to idle to simulate a forced landing. While descending the instructor applied carburettor heat to the engine every ± 700 feet. They initiated a go-around from their selected field at a height of approximately 300 feet AGL (above ground level). Approximately 5-10 seconds after applying full power the engine began to run rough and lost power to such an extent that they were unable to maintain level flight and it was decided to execute a forced landing. According to the pilots statement the carburettor heat was off when full power was applied.

A dirt road (farm road) was identified for the intended landing. During the landing roll they entered a ditch, which caused the aircraft to bounce. The aircraft impacted the ground in a nose down attitude, which caused the nose wheel assembly to bend sideways and the aircraft to nose over, coming to rest in a tail high semi-inverted attitude. Both occupants managed to disembark from the aircraft uninjured.

The last MPI (Mandatory Periodic Inspection) prior to the accident was certified on 25 February 2005, at 10696.4 airframe hours. Since the inspection was certified a further 28.0 hours were flown.

Probable Cause

The crew was unable to maintain level flight following a practised forced landing exercise when they failed to obtain full engine power due to a sticky exhaust valve on the No.1 cylinder. During a forced landing they entered a ditch, which caused the aircraft to bounce and nose over.

IARC Date

Release Date