



Ref: 7930

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	ZS-JGH	<b>Date of Accident</b>	18 March 2005	<b>Time of Accident</b>	1049Z
<b>Type of Aircraft</b>	PIPER PA32-300		<b>Type of Operation</b>		Private
<b>Pilot-in-command Licence Type</b>	Private	<b>Age</b>	49	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	177.2		Hours on Type	153.5
<b>Last point of departure</b>	Rand Aerodrome, FAGM				
<b>Next point of intended landing</b>	Private farm near Ellisras.				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Residential area Lambton, Germiston					
<b>Meteorological Information</b>	CAVOK, wind 110°/5kts, temperature 23°C				
<b>Number of people on board</b>	1 + 4	<b>No. of people injured</b>	1 + 4	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot was accompanied by four passengers and two dogs was on a private flight to a farm near Ellisrus. According to the ATC on duty at FAGM, the aircraft became airborne and disappeared out of sight in the Easterly direction, along the extended centerline of Runway 17.</p> <p>The ATC made several attempts to contact the pilot but to no avail. He then deployed emergency personnel in the direction of the flight.</p> <p>The emergency personnel located the accident site and reported to the ATC who then reported to the CAA.</p> <p>The aircraft clipped a tree top, roof tiles of a house and a carport structure in the next house before coming to rest against a huge tree inside a private residence yard.</p> <p>The aircraft was extensively damaged as a result of the severe impact forces.</p> <p>All occupants and the two dogs aboard the aircraft sustained serious injuries and were admitted to the hospital.</p> <p>The last Mandatory Periodic Inspection (MPI) was certified on 22 February 2005 at 2853.37 airframe hours and the aircraft was not flown since the last MPI was certified.</p> <p>The test report concluded that the right hand side wedge came loose (adrift) in service, this caused considerable damage to the internal components of this magneto, which comprises, the distributor block, broken gears, distributor electrode post, points gap, carbon brush and the coil pole shoe.</p>				
<b>Probable Cause</b>					
Engine power loss during take off due to faulty ignition system.					
Contributory: Aircraft maximum take-off weight (MTOW) exceeded.					