



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/7988	
Aircraft Registration	ZU-BNC	Date of Accident	15 July 2005		Time of Accident	1335Z
Type of Aircraft	Jabiru SK		Type of Operation	Private		
Pilot-in-command Licence Type	Private		Age	20	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	44.9		Hours on Type	44.9	
Last point of departure	Mossel Bay Aerodrome, Eastern Cape (FAMO)					
Next point of intended landing	Mossel Bay Aerodrome, Eastern Cape (FAMO)					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
On a beach near Mossel Bay						
Meteorological Information	The weather was fine. Temperature 25°C, surface wind 090° at 5 – 10 kts					
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>On 15 July 2005 at approximately 1300Z, the pilot departed on a flight from Mossel Bay to the General Flying Area (GFA).</p> <p>After flying for approximately 35 minutes, he decided to practise a simulated forced landing on the beach near the shoreline, approximately 30 nm SW of Mossel Bay. As the beach he selected was clear of any obstacles or persons, he intended to glide above the sand. As he opened the throttle, the aircraft failed to gain sufficient height and he elected to land on the beach in order to do a touch-and-go landing and gain more speed. He stated that he misjudged the sandy surface on the beach and the nose wheel of the aircraft dug into the soft sand, causing the aircraft to veer to the left. During the sequence that followed, he closed the throttle and the nose wheel dug deeper into the sand, causing the aircraft to nose over.</p> <p>The aircraft sustained damage to the right-hand wing strut, tail section and propeller blades.</p> <p>The pilot sustained no injuries during the accident.</p> <p>The last annual inspection was certified on 25 January 2005 at a total of 1 028.0 airframe hours. The aircraft had flown a further 49.5 hours since the last annual inspection. The engine had operated 170.0 hours since overhaul. The Authority to Fly Certificate for the aircraft was issued on 13 October 2004 with the expiry date of 12 October 2005.</p>						
Probable Cause						
The pilot displayed poor airmanship when he attempted a touch-and-go landing on a beach following on a simulated forced landing.						
IARC Date	28 February 2008		Release Date	Reviewed by EM office: AIID October 2009		