

		CA18/2/3/8022			
		<b>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</b> <b>AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY</b>			
<b>Aircraft Registration</b>	ZS-FJS	<b>Date of Accident</b>	07 October 2005	<b>Time of Accident</b>	2030Z
<b>Type of Aircraft</b>	Cessna 172K		<b>Type of Operation</b>	Private	
<b>Pilot-in-command Licence Type</b>	Private	<b>Age</b>	55	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	1685		Hours on Type	1685
<b>Last point of departure</b>	Rand Aerodrome (FAGM)				
<b>Next point of intended landing</b>	Makhado Civil Aerodrome (formerly known as Louis Trichard)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Bandelierskop at Makhado area in Polokwane, S 23°22, 37' E 029°45,33'					
<b>Meteorological Information</b>	Deteriorating and the cloud base were 6000' feet AGL.				
<b>Number of people on board</b>	1 + 1	<b>No. of people injured</b>	2	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot and the passenger took off from Rand Aerodrome on 07 October 2005 at 14h00Z for a private flight to Air Force Base Makhado. The purpose of the flight was to attend the Fighter Meet that was going to be staged at the base on 08 October 2005.</p> <p>The pilot reported that due to a 15 knots headwind the flight time was increased by 15 minutes, which meant that he was going to land shortly after sunset, but still within the twilight. The pilot elected to over fly Polokwane International Aerodrome at a height of 800 feet because of low clouds from the east. Polokwane Air Traffic Controller reported that the pilot was over head at about 1410Z. The pilot reported that the last call to the ATC was at 1813 on leaving their traffic zone to the north. At the time he elected to fly slightly to the west of the N1 highway, which was well lit by the traffic on the road.</p> <p>As he approached Louis Trichard Toll Plaza, which was very well lit up, the pilot reported that he realised that the weather was deteriorating, and that he should turn around and return to land at Polokwane International Aerodrome. All the time the pilot was transponding and therefore being tracked by Makhado radar and ATC. He stated that the last advisory was that ATC had him approaching the toll plaza and that he should turn left on track to the base. The pilot turned left away from the lights and immediately lost all visual references when he found himself in a low bank of mist. The pilot stated that he saw the landing lights of the aircraft on the ground. He pulled the power off and pulled back on the control stick in an attempt to fly the aircraft away from danger. The aircraft struck the ground hard, right wing first thereafter tumbling until the wreckage came to rest upside down 237 meters from the initial impact. The aircraft was destroyed during the accident sequence.</p>				
<b>Probable Cause</b>					
<p>The pilot flew into deteriorating weather. He lost control of the aircraft and while attempting to recover by pulling back on the control column, the aircraft stalled with the right wing first and crashed.</p> <p>The pilot was flying very low due to low clouds and there was mist, which explains the question of him losing reference while turning left away from the lights.</p> <p>A contributing factor was the pilot in command's decision not to land at Polokwane but to proceed to his destination because of his media commitments. The pilot wanted to attend the briefing the following day.</p>					
IARC Date		Release Date			