



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8164	
Aircraft Registration	ZU-PAC	Date of Accident	12 August 2006		Time of Accident	0830Z
Type of Aircraft	JABIRU SP		Type of Operation		Private Flight	
Pilot-in-command Licence Type	Microlight		Age	60	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	5382.15		Hours on Type	2.1	
Last point of departure	Britz Aerodrome.					
Next point of intended landing	Britz Aerodrome.					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Approximately 1 km from Brits Aerodrome.						
Meteorological Information	Wind direction: North West at 6 kts, Temperature: 20°C					
Number of people on board	1+1	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The Instructor stated that prior to the accident flight; he did a pre-flight inspection as a training exercise for the Student Pilot. Some of the items inspected included oil level and fuel quantities, which read 30 litres. The aircraft was then refuelled, adding 20 litres at Brits Aerodrome fuel bay. He calculated that the 50 litres of fuel in the aircraft would allow for an endurance of approximately 3 hours of flying time.</p> <p>On the first leg of flight the Instructor and the Student Pilot took off at 0700Z and flew for duration of 55 minutes on a training flight. Upon returning the aircraft was parked on the ramp in front on the clubhouse at the Brits Aerodrome. For the next flight, the Instructor was accompanied by a passenger on a private flight. The Instructor and passenger taxied onto the holding point of Runway 02 at approximately 0830Z. After performing the run up checks, the aircraft entered the runway, ready for the take-off run. The aircraft accelerated normally and rotated at 60 mph. The aircraft climbed out and achieved engine power of 3000 rpm at 70 mph. The Instructor then performed the after take-off procedures, retracting the flaps and before he could select the fuel pump to off, he experienced an engine failure.</p> <p>The aircraft was flying over trees approaching the power lines. The Instructor selected an open field that was on the right hand side of the runway and performed a forced landing. The aircraft was at a height of approximately 400 feet above ground. The Instructor did not have sufficient time to attempt an engine restart. In the landing roll the undercarriage of the aircraft struck a mound of soil and sustained substantial damage. The aircraft came to a stop with no injuries to the pilot and passenger.</p>						
Probable Cause						
Forced landing, as a result of an engine failure.						
Contributory factors:						
The nose gear collapsed and left side main wheel strut broke off after impacting a mound of soil in the landing roll.						
IARC Date		Release Date				