EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference	**CA18/2/3/8209**		
Aircraft Registration	**ZU-BVJ**	**Date of Accident**	7 November 2006		**Time of Accident**	0944Z	
Type of Aircraft	Thunderbird		**Type of Operation**		Private		
Pilot-in-command Licence Type	Microlight		**Age**	61	**Licence Valid**	Yes	
Pilot-in-command Flying Experience	Total Flying Hours		378.4		Hours on Type	270.8	
Last point of departure	Rustenburg Aerodrome (FARG)						
Next point of intended landing	Rustenburg Aerodrome (FARG)						
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)							
Rustenburg general flying area							
Meteorological Information	Wind calm, visibility 10 km, temperature 22 °C, dew point 18 °C						
Number of people on board	1 + 1	**No. of people injured**	0	**No. of people killed**	0		

Synopsis

The pilot stated that while he was flying 8 nm north of Rustenburg Aerodrome, the engine failed at 1 000 ft above ground level (AGL). The pilot then tried to select a suitable field in which to conduct a forced landing. A suitable field was identified and the pilot was convinced that it was the best for a landing. On landing, the selected field proved to be very rough, having recently been ploughed. The main wheel broke off first and the nose wheel dug into the soft ground. This resulted in the propeller striking the ground.

Neither the pilot nor passenger was injured in the accident. The aircraft sustained extensive damage to the cockpit frame, windscreen and fuselage boom.

The aircraft had a total of 433 airframe hours at the time of the accident. The last annual inspection was carried out on 18 October 2006 at a total of 433.0 airframe hours. The aircraft had flown a total of 0 airframe hours since the last annual inspection was carried out.

The engine was ground-run by an aircraft maintenance organisation (AMO) and no anomalies were reported. The AMO concluded that carburettor icing might have contributed to the accident. Taking the ambient temperature and dew point on the day into consideration, the carburettor icing probability chart indicated moderate icing at the time of the accident.

Probable Cause

Engine failure following carburettor icing.

IARC Date	21 April 2008	Release Date	Reviewed by EM office: AIID November 2009