



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8650	
Aircraft Registration	ZU-ERJ	Date of Accident	12 May 2009		Time of Accident	0800Z
Type of Aircraft	Savannah Z236		Type of Operation		Private	
Pilot-in-command Licence Type		Microlight	Age	62	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	314,3		Hours on Type	31,7
Last point of departure		Summit Aerodrome				
Next point of intended landing		Summit Aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Runway 01 at Summit Aerodrome in Midrand Gauteng, (GPS position S25°55'59,0" E028° 04'34,0")						
Meteorological Information		Fine weather prevailed, Temperature: 18 °C; Wind speed: light and variable; Visibility: CAVOK				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>On 12 May 2009, the pilot, who was the sole occupant on board, was on a private flight when the incident occurred.</p> <p>According to the pilot, he elected to land on Runway 01 which was the first time he was landing on it. With the wind conditions reported being calm, the pilot stated that it was a good opportunity to attempt a landing on the runway. On approach for landing, the pilot stated that he had experienced some turbulence and that the aircraft veered off the runway. The left wheel entered a ditch on the runway edge and the nose gear collapsed, causing the aircraft to flip over and come to rest in an inverted position.</p> <p>The pilot sustained no injuries. The aircraft sustained substantial damage to the wings propeller, and the nose gear.</p>						
Probable Cause						
<p>The pilot lost directional control during landing which resulted in the aircraft veering off to the left of the runway.</p> <p>Contributory factor: The left wheel entered a ditch causing the aircraft to flip over.</p>						
IARC Date				Release Date		



AIRCRAFT ACCIDENT REPORT

Name of Owner/Operator : Conrad Walker
Manufacturer : ICP Savannah & Oribi Aircraft
Model : Savannah Z236
Nationality : South African
Registration Marks : ZU-ERJ
Place : Summit Aerodrome near Grand Central Airport
Date : 12 May 2009
Time : 0800Z

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (1997) this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to establish legal liability.***

Disclaimer:

This report is given without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of Flight

- 1.1.1 On 12 May 2009, the pilot, who was the sole occupant on board, was on a private flight when the accident occurred. The pilot had been flying near Summit Aerodrome for 1 hour and 30 minutes doing takeoffs and landings on Runway 32.
- 1.1.2 According to the pilot, he elected to land on Runway 01, where he had not landed before; and with the wind conditions being calm he felt it was a good opportunity to attempt a landing there. Upon landing, the pilot experienced some turbulence and the aircraft veered off the runway into a ditch on the runway edge. The nose gear collapsed, causing the aircraft to flip over and come to rest in an inverted position.
- 1.1.3 The pilot sustained no injuries; the aircraft sustained damage to the wings, propeller and the nose gear.
- 1.1.4 The accident occurred during daylight conditions within the aerodrome boundary area of Summit Aerodrome.

1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-
None	1	-	-	-

1.3 Damage to Aircraft

1.3.1 The aircraft sustained damage to the wings, propeller and nose gear.



Photo 1: Broken propeller, collapsed nose gear and damaged wings

1.4 Other Damage

1.4.1 No other damage was caused.

1.5 Personnel Information

Nationality	South African	Gender	Male	Age	62
Licence Number	*****	Licence Type	Microlight		
Licence valid	Yes	Type Endorsed	Yes		
Ratings	None				
Medical Expiry Date	31/10/2009				
Restrictions	Hypertension protocol and yearly ECGs				
Previous Accidents	None				

Flying Experience:

Total Hours	314,3
Total Past 90 Days	32,5
Total on Type Past 90 Days	31,7
Total on Type	31,7

1.6 Aircraft Information

1.6.1 Airframe:

Type	Savannah Z236	
Serial Number	05-11-51-445	
Manufacturer	ICP Srl (Italy)	
Date of Manufacture	July 2007	
Total Airframe Hours (At time of Accident)	89,15	
Last Annual Inspection (Date & Hours)	07/02/2009	58,4
Hours since Last Annual Inspection	30,75	
Authority to fly (Issue Date)	25 August 2009	
C of R (Issue Date) (Present owner)	04/02/2009	
Operating Categories	Special (NTCA)	

1.6.2 Engine:

Type	Rotax 912 ULS
Serial Number	5648363
Hours since New	89,15
Hours since Overhaul	TBO not yet reached

Propeller:

Type	Kiev
Serial No.	Z63541
Hours since New	89,15
Hours since Overhaul	TBO not yet reached

1.7.1 Meteorological Information

1.7.1 Weather information as obtained from the pilot questionnaire

Wind direction	Calm	Wind speed	Light & variable	Visibility	>10 km
Temperature	18 °C	Cloud cover	None	Cloud base	Clear
Dew point	-				

1.8 Aids to Navigation

1.8.1 The microlight aircraft was fitted with a magnetic compass, which had no recorded defects prior to or during the flight.

1.9 Communications

1.9.1 The pilot was broadcasting his intentions on frequency 125,8 MHz. The aircraft had VHF radio communications equipment installed and there were no entries of defects experienced with the communications equipment.

1.10 Aerodrome Information

Aerodrome Location	Summit Aerodrome	
Aerodrome Co-ordinates	S25° 55'59,0" E028° 04'34,0"	
Aerodrome Elevation	5080 feet	
Runway Designations	14/32	01/19
Runway Dimensions	500 metres	500 metres
Runway Used	01/19	
Runway Surface	Grass	
Approach Facilities	None	

1.11 Flight Recorders

1.11.1 The microlight aircraft was not fitted with a flight data recorder (FDR) or cockpit voice recorder (CVR), nor were they required by regulation to be fitted to this type of aircraft.

1.12 Wreckage and Impact Information

1.12.1 The accident happened in the vicinity of the aerodrome.



Photo 2: Showing damage to the aircraft

1.12.2 The aircraft landed on Runway 01 and veered off to the left. The left wheel caught a ditch on the runway edge, resulting on the aircraft flipped over and came to rest in an inverted position.



Photo 3: Showing inverted aircraft

1.12.3 The propeller struck the ground.



Propeller strike

Photo 4: Showing the propeller impact

1.13 Medical and Pathological Information

1.13.1 None carried out.

1.13.2 The pilot was in possession of a valid medical certificate at the time of the accident.

1.14 Fire

1.14.1 There was no evidence of a pre- or post-impact fire.

1.15 Survival Aspects

1.15.1 The accident was survivable as the pilot was properly restrained; the cockpit area sustained virtually no damage, because the impact force was low.

1.16 Tests and Research

1.16.1 Not considered necessary.

1.17 Organizational and Management Information

1.17.1 The aircraft was privately owned and operated.

1.17.2 The aircraft was properly maintained by an approved person (AP).

1.18 Additional Information

1.18.1 Not considered necessary.

1.19 Useful or Effective Investigation Techniques

1.19.1 None

2. ANALYSIS

2.1 The aircraft was serviceable prior to the accident and no record of any malfunction or defect was recorded that could have contributed to the cause of the accident.

2.2 The last annual inspection was certified by an AP on 7 February 2009 at airframe 58,4 hours. The aircraft had flown a further 30,75 hours since the last mandatory periodic inspection (MPI) was certified.

2.3 The pilot was correctly licensed and rated on the aircraft type.

2.4 The accident occurred in daylight conditions. The weather conditions were reported to be calm and did not contribute to the cause of the accident.

2.5 The pilot made an error of judgement while landing on a runway with an upward slope. It was his first landing on this runway and he lost directional control during the landing, followed by the left wheel entering a ditch. The propeller hit the ground, and the nose gear to break off and the aircraft to flip over.

3. CONCLUSION

3.1 Findings

- 3.1.1 This was a private flight.
- 3.1.2 The pilot was the holder of a valid microlight pilot's licence with the aircraft type endorsed on his licence.
- 3.1.3 The pilot had a valid medical certificate with a restriction of annual ECGs.
- 3.1.4 The aircraft was maintained by an AP who is registered by the Air Hart and Aircraft CC. No reported defects were recorded to indicate that the aircraft was not airworthy at the time of the accident.
- 3.1.5 The accident occurred in daylight conditions, and weather conditions were reported to be fine at the time and had no bearing on the cause of the accident.

3.2 Probable Cause(s)

- 3.2.1 The pilot lost directional control during the landing, causing the aircraft to veer off to the left of the runway.

Contributory factor:

The left wheel entered a ditch causing the aircraft to flip over.

4. SAFETY RECOMMENDATIONS

- 4.1 None

5. APPENDICES

- 5.1 None

Report reviewed and amended by the Advisory Safety Panel on 20 April 2010.

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