

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY**  
**ACCIDENT REPORT – EXECUTIVE SUMMARY**

|  |   |                              |                      |                             |     |
|--|---|------------------------------|----------------------|-----------------------------|-----|
| <b>Date of Accident</b>  | 12 February 2002  | <b>Time of Accident</b>      | 0600 Z               |                             |     |
| <b>Aircraft Registration</b>   | ZS-JBA  | <b>Type of Aircraft</b>      | HS-125-400B          |                             |     |
| <b>Pilot-in-command Licence Type</b>   | Airline Transport   |                              | <b>Licence Valid</b> | Yes                         |     |
| <b>Pilot-in-command Flying Experience</b>  | Total Flying Hours  |                              | Total Hours on Type  |                             |     |
|  | PIC   | 7881                         | PIC                  | 64                          |     |
|  | Co-pilot  | 13500                        | Co-pilot             | 18                          |     |
| <b>Type of Operation</b>   | Commercial  |                              |                      |                             |     |
| <b>Last point of departure</b>   | The aircraft would have departed FALA for Blantyre, Malawi  |                              |                      |                             |     |
| <b>Next point of intended landing</b>  | Blantyre, Malawi  |                              |                      |                             |     |
| <b>Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)</b>  |   |                              |                      |                             |     |
| North-East of the dispersal ramp at Lanseria   |   |                              |                      |                             |     |
| <b>Meteorological Information</b>  | CAVOK   |                              |                      |                             |     |
| <b>Number of people on board</b>   | 2+2   | <b>No. of people injured</b> | Nil                  | <b>No. of people killed</b> | Nil |
| <b>Synopsis</b>  | <p>The aircraft was parked on the international departures apron at FALA, ready for a flight from FALA to Blantyre.</p> <p>The pilot assumed that the engineer had pressurised the hydraulic accumulator and therefore did not inspect it himself.</p> <p>When the passengers arrived, the pilot got in the aircraft and began the internal pre-start checks.</p> <p>The co-pilot removed the chocks after boarding the passengers, closed the door and then started to brief the passengers.</p> <p>At that moment the pilot noticed that the aircraft was rolling forward. Attempts to stop the aircraft were unsuccessful, the aircraft rolled forward, narrowly missed a hangar and a parked Bell Long-ranger helicopter next to the hangar, crossed the taxiway and finally stopped when entering a ditch between the taxiway and the runway.</p> <p>The pilot was the holder of a valid transport pilot's licence and had the type endorsed in his licence.</p> <p>The operation of the hydraulic system was found to be satisfactory.</p> <p>The hand pump was used to pressurise the system after which the brakes could be applied successfully.</p> |                              |                      |                             |     |
| <b>Probable Cause</b>  |   |                              |                      |                             |     |
| The hydraulic system was not pressurised during the pre-flight inspection of the aircraft. The chocks were therefore removed without adequate hydraulic system pressure available. |   |                              |                      |                             |     |