



J10/2/7184 A00-042

## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	19/04/2000	<b>Time of Accident</b>	0505	
<b>Aircraft Registration</b>	<b>ZS-ILI</b>	<b>Type of Aircraft</b>	<b>Cessna 172 ( MOD M/81/16)</b>	
<b>Pilot-in-command Licence Type</b>	Airline Transport		<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	32500 hrs at last renewal 14/03/2000	Total Hours on Type	Unknown
<b>Type of Operation</b>	Private			
<b>Last point of departure</b>	FAGM			
<b>Next point of intended landing</b>	Messina			

**Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)**

1Km South of Rand Airport

<b>Meteorological Information</b>	The weather was fine
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<b>Number of people on board</b>	1 + 3	<b>No. of people injured</b>	3	<b>No. of people killed</b>	1
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**Synopsis**

The pilot with 3 passengers was cleared for take off from RWY 29 at Rand Airport for a flight to Messina. After departure he was instructed to turn out right and to report zone outbound. The ATC at Rand observed that the aircraft remained low and turned out left instead of right.

According to the ATC the pilot was requested to confirm that operations were normal. Initially there was no answer and shortly afterwards the pilot requested that he wants to return to the Airport.

The pilot was then instructed to join left base for RWY 35 and at that stage the controller lost sight of the aircraft. The controller then asked for his position and the pilot advised that he was overhead Alberton. The pilot was again instructed to join left base for RWY 35 and controller observed the aircraft on a very low left base for RWY 35 and it did not appear as if the aircraft was losing any altitude. The pilot reported left base and was cleared to final approach No 1.

On late base before the aircraft turned onto final approach the controller observed the aircraft losing height and disappearing below the horizon to the south.

No further radio communication could be established and the fire crew was dispatched immediately.

**Probable Cause**

Due to a loose magneto causing incorrect ignition timing, the engine produced insufficient power. As a result thereof the aircraft was unable to maintain or gain altitude.