



J10/2/7217 A00-074B

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

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|---|--|-------------------------|----------------------|-----|
| Date of Accident | 4 July 2000 | Time of Accident | 1200Z | |
| Aircraft Registration | ZS-KMZ | Type of Aircraft | Beech B58P | |
| Pilot-in-command Licence Type | Commercial | | Licence Valid | Yes |
| Pilot-in-command Flying Experience | Total Flying Hours | 1950 | Total Hours on Type | 20 |
| Type of Operation | Private (IFR-day) | | | |
| Last point of departure | Lanseria Airport | | | |
| Next point of intended landing | Private airstrip near Tambotie Lodge – Ellisras district | | | |

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

Private airstrip near Tambotie Lodge – Ellisras district

Meteorological Information Fine weather conditions prevailed at the time of the accident.

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|----------------------------------|-----|------------------------------|---|-----------------------------|---|
| Number of people on board | 1+2 | No. of people injured | 0 | No. of people killed | 0 |
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Synopsis

The aircraft was flown on a private flight from Lanseria airport to a private airstrip on the farm “Tambotie Lodge” in the Ellisras district.

During the landing at Tambotie Lodge the pilot displayed poor technique and loss control of the aircraft.

The aircraft sustained substantial damage during the accident, but the occupants escaped injury.

The pilot was the holder of a valid licence and unrestricted medical certificate and the aircraft type was endorsed to his licence.

Examination showed that all engine- and flying controls were serviceable prior to the accident.

According to available documentation the final MPI was certified on 26 May 2000 and completed 21,4 hours of flying since the final MPI.

Fine weather conditions prevailed at the time of the accident.

Probable Cause

Poor technique