

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

Aircraft Registration	ZS-BGL	Date of Accident	28 August 2004	Time of Accident	1445Z
Type of Aircraft	DH-82A		Type of Operation	Private	
Pilot-in-command Licence Type	Airline Transport Pilot	Age	26	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	4584	Hours on Type	101.7	
Last point of departure	Runway 24 at Fly-Inn Aerodrome				
Next point of intended landing	Runway 24 at Fly-Inn Aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Open field 500m next to Runway 06					
Meteorological Information	CAVOK, Temperature 25°C, wind 6 kts and visibility 10 km.				
Number of people on board	1+1	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot accompanied by a passenger took off from Fly-Inn Aerodrome for a private flight. The pilot commenced with a left hand turn when he experienced a sudden loss of power and severe vibration and some white smoke.</p> <p>The pilot turned onto downwind for a possibility of reaching Runway 06. Due to power degradation and loss of speed, he elected to land in an open field adjacent to the runway. On touch down, the pilot elected to turn to the left for more space allocation and the aircraft came to a halt, and he completed the shut down.</p> <p>They immediately exited the aircraft. Upon inspecting the aircraft he realized that the right hand wing made contact with a pole but only the fabric material was affected.</p> <p>The aircraft was then pushed into the hangar and notified the Johannesburg ATC.</p> <p>No injuries were sustained by both occupants, and the aircraft sustained damages to the bottom of the wing, and the aft fuselage and the left hand tailplane.</p> <p>The last Mandatory Periodic Inspection was certified on 08 December 2003 at 4594.15 airframe hours and the aircraft was operated for 49.4 hours since the last MPI was certified. All Airworthiness Directives were complied with.</p> <p>The aircraft's engine was subjected to an inspection at an approved facility. A complete teardown inspection of the engine was conducted as well as bore measurements, which did not fall within standard manufacturer's recommended size. This inspection also revealed some internal engine damages on the Nr: 1 piston and cylinder.</p>				
Probable Cause					
The accident was attributed to non standard size barrels (oversized), which were fitted to the engine without taking into consideration the permissible ovality measurements.					