



Ref: 0366

SOUTH AFRICAN CIVIL AVIATION AUTHORITY
EXECUTIVE SUMMARY - AIRCRAFT INCIDENT REPORT

Aircraft Registration	ZU-CZC	Date of Incident	6 December 2004	Time of Incident	0900Z
Type of Aircraft	Bushbaby	Type of Operation	Private		
Pilot-in-command Licence Type	Microlight	Age	43	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	80.0	Hours on Type	39.0	
Last point of departure	Rhino Part Aerodrome				
Next point of intended landing	Rhino Park Aerodrome				
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)					
Runway 09 at Rhino Park Aerodrome					
Meteorological Information	Surface Wind: 090°/10knots, Temperature: 26°C, Visibility: Good, Cloud Cover: Nil, Dew point: Unknown				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0
Synopsis	<p>The pilot stated that he was taking-off from Runway 09 at Rhino Park Aerodrome for circuit flying. Shortly after take off and at approximately 100 feet above ground level, the engine surged. He reduced engine power from 4500 rpm to 4200 rpm where after the engine performed better. While he was turning crosswind, the engine started losing power. He decided to execute a forced landing to the south of Runway 09. On touchdown, the landing gear impacted a riverbank and collapsed causing the aircraft to nose over and came to rest in an inverted attitude. The aircraft sustained substantial damage. The pilot sustained no injuries.</p> <p>According to the pilot, the weather was fine at the time, with unrestricted visibility.</p> <p>The pilot was the holder of a valid Microlight Pilot License with a valid Medical Certificate with no restrictions. He had completed his conversion into type and was endorsed in his logbook.</p> <p>The aircraft had a valid Authority to Fly issued by the SACAA on 12 November 2004 with an expiry date of 11 November 2005. According to available records, the last Annual Inspection prior to the incident was certified on the 10 November 2004 at 40.0 airframe hours. The aircraft had flown a further 15.0 hours since the last Annual Inspection. The pilot, who was also the owner of the aircraft, was an Approved Person. He carried out the engine teardown following the event in order to establish the probable cause. He found that the needle and a seat in the left hand carburettor were not functioning properly, causing the engine power surge.</p>				
Probable Cause					
The needle and a seat on the left carburettor were not functioning properly, causing the engine power surge.					
IARC Date		Release Date			