



Ref: 7850

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

<b>Aircraft Registration</b>	<b>ZU-DDW</b>	<b>Date of Accident</b>	29 August 2004	<b>Time of Accident</b>	1000Z
<b>Type of Aircraft</b>	MAGNI GYRO M16, 2000		<b>Type of Operation</b>	Private	
<b>Pilot-in-command Licence Type</b>	GYROPLANE	<b>Age</b>	41	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	250		Hours on Type	250
<b>Last point of departure</b>	Stoney Brook Farm Aerodrome 14km West of Kokstad.				
<b>Next point of intended landing</b>	Glen Dawer Farm Aerodrome 14km South-East of point of take-off.				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Runway 03 at Stoney Brook Farm Aerodrome, 14km West of Kokstad.					
<b>Meteorological Information</b>	CAVOK, Wind: 270°/8kts, Visibility: Clear, Temperature: 22°C, Clouds: None, Dew Point: None.				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot and his wife were on a pleasure flight from Stoney Brook Farm Aerodrome to Glen Dawer Farm Aerodrome when the accident occurred.</p> <p>The pilot stated that, shortly after take-off the aircraft experienced down draft resulting on the aircraft being unable to maintain altitude. He then executed a forced landing on a grass field and on landing, the aircraft nosed over and post impact fire erupted, destroying the aircraft.</p> <p>The pilot took off in a crosswind and tailwind condition and shortly there after he experienced a downdraft resulting on a forced landing.</p> <p>The pilot and his wife sustained no injuries.</p> <p>Wind shear (up or down draft) is described as the change in direction and/or speed of the wind in a relative short distance (Vertically or Horizontally).</p> <p>The aircraft had a valid Authority to Fly, which was issued on 09 September 2003 with an expiry date of 01 September 2004. The last Annual Inspection had been carried out on 01 September 2003 at 00.0 flying hours. The aircraft accumulated a further 239.0 flying hours after the last Annual Inspection.</p> <p>The aircraft was bought in a kit form, it was assembled and the first annual inspection was carried out on 29 August 2003 at 1.60 flying hours. The aircraft first registration was on 01 September 2003. The aircraft categorised as a Non Type Certified Aircraft (NTCA) and was therefore serviced by an Approved Person (AP).</p>				
<b>Probable Cause</b>					
<p>The pilot experienced down draft shortly after take off resulting on a forced landing. On landing the aircraft nosed over and subsequently it was destroyed by the post impact fire.</p>					
<b>IARC Date</b>		<b>Release Date</b>			