



Ref: 7860

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	<b>ZU-JLR</b>	<b>Date of Accident</b>	16 September 2004	<b>Time of Accident</b>	1530Z
<b>Type of Aircraft</b>	Windlass Aquilla	<b>Type of Operation</b>	Training		
<b>Pilot-in-command Licence Type</b>	Microlight	<b>Age</b>	44	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	560.8	Hours on Type	550	
<b>Last point of departure</b>	Rosslyn Microlight Flyers Aerodrome				
<b>Next point of intended landing</b>	Rosslyn Microlight Flyers Aerodrome				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Rosslyn Microlight Flyers Aerodrome, Plot 39, Struifontein, Rosslyn					
<b>Meteorological Information</b>	Wind: None, Visibility: Good, Temperature: 23°C, Clouds: None				
<b>Number of people on board</b>	2+0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The student was accompanied by an instructor on his first training flight in the area when the accident occurred.</p> <p>According to the instructor, he thoroughly briefed the student prior to take-off with regards to the controls of the aircraft. On their returned to the aerodrome the instructor explained the landing procedures to the student prior to landing. The touch down was uneventful and the instructor instructed the student to apply brakes, at that moment the instructor heard the engine revolutions increasing. He instructed the student to reduce the power (right foot) and apply brakes with the left foot. The student then froze on the controls by applying full throttle, full brakes and pulling the bar backwards. The aircraft drifted to the right hand side of the runway and nosed over.</p> <p>The instructor and student sustained no injuries. The aircraft was extensively damaged.</p> <p>The training school had a valid Accreditation and Approval Certificate number CAA/0228 which was issued on 25 May 2004 with an expiry date of 25 May 2005. The aircraft had a valid Authority to Fly which was issued on 17 February 2004 with an expiry date of 16 February 2005. The last Annual Inspection was certified on 14 September 2004 at 659.7 flying hours and the aircraft had accumulated a further 2.6 flying hours.</p>				
<b>Probable Cause</b>					
The student froze on the controls and applied full throttle, full brakes and pulling the bar backwards.					