



Ref: 7861

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	ZS-KGB	<b>Date of Accident</b>	17 September 2004	<b>Time of Accident</b>	1624Z
<b>Type of Aircraft</b>	Cessna 152		<b>Type of Operation</b>	Private	
<b>Pilot-in-command Licence Type</b>	Private	<b>Age</b>	29	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	59.2		Hours on Type	53.2
<b>Last point of departure</b>	Rand Aerodrome (FAGM)				
<b>Next point of intended landing</b>	Rand Aerodrome (FAGM)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Private Aerodrome near Nigel.					
<b>Meteorological Information</b>	Surface Wind: 090°/3kt. Temperature: 22°C. Visibility: Good				
<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 passenger took off from Rand Aerodrome at approximately 1400Z. The air traffic controller (ATC) was informed by the pilot that the flight was to the General Flying area (GF). The pilot stated that while at the GF practising stall turns and steep turns the visibility dropped causing him to lose his visual reference. He then flew back to Rand Aerodrome using the Directional Indicator (DI) but with time he thought the wind drifted him off course. He also tried to use the Automatic Direction Finder (ADF) but with his limited experience he was unable to determine if the instrument was serviceable or not. At this time the pilot reverted back to visual reference and thought he had reached Rand Aerodrome but this was not the case.</p> <p>The pilot stated that when he realised that he was lost, he became stressed. He was getting low on fuel and dusk was setting in. He then searched for a field where he could execute a precautionary landing. During the precautionary landing on a private aerodrome the aircraft overran the runway and entered a ditch at the end of the runway, which caused it to overturned.</p> <p>The aircraft was substantially damaged. The occupants escaped uninjured.</p> <p>The last MPI prior to the accident was certified on 14 September 2004, at 10501.3 airframe hours and all the applicable Airworthiness Directives (AD) and Service Bulletins (SB) were complied with. The aircraft was operated for a further 10.9 hours since the MPI was certified.</p> <p>No on-site investigation was conducted.</p>				
<b>Probable Cause</b>					
<p>The pilot got lost. Because it was already dark with no runway lights. The pilot was unable to judge the runway length and during the precautionary landing on a private runway the pilot landed deep into the runway, the aircraft overran the runway, entered a ditch and overturned at the end of the runway.</p>					