



Ref: 7883

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-DNP	Date of Accident	23 Nov 2004	Time of Accident	0645Z
Type of Aircraft	De Havilland DH82A		Type of Operation	Private	
Pilot-in-command Licence Type	Private	Age	52	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	17970	Hours on Type	53	
Last point of departure	Fisantekraal Aerodrome (FAFK)				
Next point of intended landing	Morning Star Aerodrome. North of Fisantekraal				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Morning Star Aerodrome. North of Fisantekraal.					
Meteorological Information	According to the pilot fine weather conditions prevailed at the time of the accident. The wind was calm and the visibility good. It was overcast at 2500 ft.				
Number of people on board	1+1	No. of people injured	0	No. of people killed	0

Synopsis

On 23 November 2004 at approximately 0645Z, the pilot flew the aircraft on a private flight from Fisantekraal Aerodrome to Morning Star Aerodrome, where he intended to carry out a touch-and-go landing.

According to the pilot / owner, during the touch-and-go landing, the engine lost power and he decided to abort the take-off. The aircraft touched down, almost at the end of the runway. Since these aircraft are not equipped with brakes, the aircraft overran the end of the runway and came to rest in the field and some bushes past the end of the runway. An engine-inspection by the pilot after the event, revealed that a HT lead (high tension lead / plug wire) on #4 cylinder had become dislodged.

The last MPI was certified on 28 November 2003 at 3171 airframe hours and the aircraft had accumulated a further 7 hours since the MPI was certified.

The pilot was correctly licenced and type rated on the aircraft to conduct the flight and held a valid medical certificate, which expired on 31 January 2005. The pilot was restricted to wear corrective lenses when exercising the privileges of his licence. He is the holder of a Test Pilot Rating, a Grade 2 Instructors rating and an Instrument rating.

Probable Cause

A HT lead (high tension lead / plug wire) on #4 cylinder had become dislodged. The latter caused the loss of engine power. Due to no brakes on the aircraft and the fact that he landed almost on the end of the runway, caused the aircraft to overran the runway end and to end up in the field and some bushes past the end of the runway.