



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZU-CIC	Date of Accident	18 November 2004	Time of Accident	1200Z
Type of Aircraft	Windlass Aquilla		Type of Operation		Private
Pilot-in-command Licence Type	Microlight	Age	42	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	40		Hours on Type	40
Last point of departure	Private Aerodrome in Klaserie Nature Reserve				
Next point of intended landing	Private Aerodrome in Klaserie Nature Reserve				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Timbavati Game reserve in the Hoedspruit Area					
Meteorological Information	Temperature: 20°C. Surface Wind: Light & Variable. CAVOK				
Number of people on board	1+1	No. of people injured	0	No. of people killed	0

Synopsis

The pilot reported that after flying for approximately an hour, observing elephants in the area to see if they were injured or not, they observed two bull elephants and turned to the left to get a better view. As they entered a bank at approximately 250 feet above ground level the engine suddenly failed. A forced landing was executed in an open area.

The pilot and passenger were not injured. The aircraft sustained damage to the undercarriage, wing and upper keel.

An inspection of the engine revealed that the crankshaft had failed due to a big end bearing failure. The reason for the bearing failure was not determined. The manufacturer had already replaced the engine with a new one.

The aircraft was certified airworthy and issued with a Private Authority to Fly on 19 March 2004. The last Annual Inspection was certified on 10 March 2004 at 397 flying hours and the aircraft was operated for 63 hours since the last Annual Inspection. The approved person was correctly licensed.

Probable Cause

The inspection of the engine revealed that the crankshaft had failed due to a big end bearing failure. The reason for the bearing failure was not determined.