



Ref: 7894

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY****ACCIDENT REPORT – EXECUTIVE SUMMARY**

<b>Aircraft Registration</b>	ZU-DHN	<b>Date of Accident</b>	23 August 2004		<b>Time of Accident</b>	0900Z
<b>Type of Aircraft</b>	CUBBY		<b>Type of Operation</b>		Ferry Flight	
<b>Pilot-in-command Licence Type</b>	Microlight	<b>Age</b>	41	<b>Licence Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	1424		Hours on Type	33	
<b>Last point of departure</b>	Secunda Aerodrome					
<b>Next point of intended landing</b>	Private Strip North of Secunda Aerodrome					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Private strip North of Secunda						
<b>Meteorological Information</b>	Fine weather conditions prevailed, 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 accompanied by a passenger was tasked to ferry the aircraft from Secunda Aerodrome to the Fabricators, 5Nm North of Secunda Aerodrome, for fuel injection system adjustments. The short flight was uneventful, however, after touch down and during taxi onto the apron in front of the workshop, the pilot had to apply slight power to ground maneuver the aircraft.</p> <p>It was during this moment when the pilot tried to close the throttle but to no avail. The aircraft started to accelerate further towards the workshop, and to the amazement of all workshop personnel watching. He managed to steer to the left, passed and cleared the hangar, but the left wing struck the high grass mould and the aircraft spun. The nose of the aircraft impacted an old aircraft wreckage that was lying nearby.</p> <p>The pilot and the passenger did not sustain any injuries during the incident.</p> <p>The aircraft sustained damage to the propeller, fuselage and left wing. The last annual inspection was certified on 06 July 2004 since new. The total airframe hours were 07.50 at the time of the accident.</p> <p>The aircraft had a Proving Flight Authority to Fly with an expiry date of 18 January 2005 or at 40 airframe hours.</p> <p>The aircraft was later recovered and it was discovered that the outer casing of the throttle control cable had come loose, and had moved along with throttle cable when the throttle was being closed, rendering the throttle inoperative and impossible for the pilot to close.</p>					
<b>Probable Cause</b>						
<p>The throttle control cable got stuck (jammed) in an open position during taxi.</p> <p>Contributory Factor: The pilot did not switch off the ignition system as a precautionary measure.</p>						