



EXECUTIVE SUMMARY - AIRCRAFT INCIDENT REPORT

				Reference		CA/18/3/2/0303	
Aircraft Registration	ZS-KCP	Date of Incident	18 September 2003		Time of Incident	0735Z	
Type of Aircraft	Beech 95-B55		Type of Operation		Charter		
Pilot-in-command Licence Type		Commercial	Age	25	Licence Valid	Yes	
Pilot-in-command Flying Experience		Total Flying Hours	3 100		Hours on Type	55	
Last point of departure		Satara Aerodrome					
Next point of intended landing		Singhita (Sabie Sands, 20 nm west of Skukuza Aerodrome)					
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)							
Runway 19 at Satara Aerodrome							
Meteorological Information		The pilot reported drizzling conditions with a southerly wind, 6/8 cloud cover at 4 500 ft AMSL and good visibility.					
Number of people on board	1 + 2	No. of people injured	0		No. of people killed	0	
Synopsis							
<p>The pilot was accompanied by two passengers on a charter flight from Satara to Singhita. The pilot stated that he aborted take-off because the airspeed indicator (ASI) appeared to be stuck on 80 kts indicated airspeed (IAS). When the aircraft reached the end of the runway, he manoeuvred the aircraft, at approximately 20 kts, onto the service road next to the runway. Ten metres before the aircraft stopped, the left wing tip clipped a tree branch. This caused minor damage to the wing tip, which was not noticed by the pilot at that time.</p> <p>After inspection of the pitot tube, ZS-KCP took off without any further problems and landed safely at its destination. It was only at its destination, after the passengers had disembarked, that the pilot noticed that there was minor damage to the left wing tip.</p> <p>The pilot and passengers sustained no injuries.</p> <p>The last mandatory periodic inspection (MPI) prior to the incident was certified on 18 August 2003 at a total of 2 759.9 airframe hours since new. The aircraft had flown a further 30.1 hours since the last MPI was certified. According to available records, the aircraft maintenance organisation (AMO) who certified the last MPI prior to the incident was in possession of a valid approval certificate. No major deficiencies were noted during the last audit by the CAA.</p>							
Probable Cause							
<p>Aborted take-off due to the ASI appearing to be stuck at 80 kts.</p> <p>The cause of the incident could be the non-removal of the pitot cover, or insect blockage of the pitot tube.</p>							
IARC Date		28 February 2008		Release Date		Reviewed by EM office: AIID October 2009	