



Ref: 7476

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

Aircraft Registration	ZU-AVT	Date of Accident	16 March 2002	Time of Accident	1150Z
Type of Aircraft	RAPTOR (Microlight)		Type of Operation	Private Flight	
Pilot-in-command Licence Type	Microlight	Age	43	Licence Valid	No (expired 13/06/1997)
Pilot-in-command Flying Experience	Total Flying Hours		Unknown Assumed to be 229	Hours on Type	Unknown Assumed to be 229
Last point of departure	Van der Bijlpark aerodrome				
Next point of intended landing	Ventersdorp				

Location of the accident site with reference to easily defined geographical points (GPS readings if possible)

Farm Rietvallei, 15 nm South East of Ventersdorp

Meteorological Information	CAVOK				
Number of people on board	1 + 1	No. of people injured	Nil	No. of people killed	1 + 1

Synopsis

On the afternoon of 16 March 2002, the pilot/owner of the aircraft was accompanied by his son on a private flight from Van der Bijlpark to Ventersdorp to visit family.

Two eye-witnesses were on a farm Rietvallei, situated approximately 15 nm South East from Ventersdorp and at 1150Z witnessed the aircraft flying overhead.

According to their testimony the aircraft's engine sounded normal and the aircraft appeared to be flying in a North-Westerly direction at between 1000ft to 1500 ft AGL. It was a very warm day with fine weather conditions and there was no significant wind.

Both witnesses were looking at the aircraft, which was apparently flying straight and level when they saw the wings of the aircraft collapse and heard a loud "bang" followed by a "woooooosh" sound with the aircraft falling to the ground while spinning to the left.

Both witnesses ran out of the way as they were concerned that the aircraft was going to hit them and as they turned around they saw the aircraft falling and strike the ground approximately 50m from where they were standing.

Both occupants were fatally injured on impact and the aircraft was destroyed.

Probable Cause

Due to the fact that the accident occurred at 1200Z in the afternoon it is believed that the aircraft had encountered a sudden updraft or severe turbulence, which resulted in the partial separation of the Left-Hand leading edge from its excessively worn nose attachment. This rendered the aircraft uncontrollable and resulted in a collision with the ground.