

		Ref: 7976					
		SOUTH AFRICAN CIVIL AVIATION AUTHORITY AIRCRAFT ACCIDENT REPORT – EXECUTIVE SUMMARY					
Aircraft Registration	ZS-LHK	Date of Accident	18 June 2005		Time of Accident	1010Z	
Type of Aircraft	CESSNA 172		Type of Operation		Training		
Pilot-in-command Licence Type		Private	Age	27	Licence Valid	Yes	
Pilot-in-command Flying Experience		Total Flying Hours	222.5		Hours on Type	16.9	
Last point of departure		Progress Flight Academy (FAPE)					
Next point of intended landing		Progress Flight Academy (FAPE)					
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)							
On taxiway "A" at George Aerodrome (FAGG)							
Meteorological Information		Surface Wind:360°/35-50kt, Visibility CAVOK.					
Number of people on board	1+1	No. of people injured	0		No. of people killed	0	
Synopsis		<p>On 18 June 2005 at 0630Z, the pilot was accompanied by a passenger departed from Progress Flight Academy at Port Elizabeth for a cross-country flight to George Aerodrome, Willowmore, Knysna, Sedgefield and Wilderness before landing at George Aerodrome and then intended to fly back to Progress Flight Academy in order to build up flying hours towards his Commercial licence. According to the Flying School, the meteorological information obtained prior to the flight indicated fine weather conditions with the wind not more than 5kt to 10kt.</p> <p>At approximately 0821Z, the pilot reported to George ATC that they were overhead Knysna and were advised to report at Wilderness next. However, overhead Sedgefield, the wind speed started to increase and whilst overhead Wilderness, strong surface wind conditions of 360°/35-50kt was reported.</p> <p>As the pilot was cleared for landing on Runway 02 at George Aerodrome, he selected 10° of flap for landing at an IAS of 80 to 90kt. On touch-down however, the aircraft became airborne and he decided to go-around. During the second attempt after the go-around, the aircraft landed without any further incident.</p> <p>The pilot was cleared to backtrack and to taxi the aircraft to the apron, but during the turn towards the apron, the aircraft was suddenly blown over by a strong gust of wind.</p> <p>The occupants escaped unharmed but the left and right-hand wing, the vertical stabilizer and the propeller were subsequently damaged.</p> <p>The last MPI was certified on 25 May 2005 at a total of 8647.0 airframe hours. The aircraft had flown a further 37.4 hours since the last MPI.</p> <p>Progress Flight Academy was in possession of a valid ATO Certificate (CAA 0087) valid until 26 June 2005 at the time of the accident. They were audited on 17 June 2005. The Flight School concluded that they do not allow pilots to take-off when strong winds are being reported.</p> <p>The AMO 89 was audited on 23 November 2004 and 20 April 2005. The AMO Certificate was renewed until 29 April 2006.</p>					
Probable Cause							
The pilot landed safely during strong gust wind conditions but the aircraft was suddenly flipped over by severe gust wind conditions during taxiing to the parking area.							
IARB Date		22 August 2006			Release Date		