



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8169	
Aircraft Registration	ZS-AJF	Date of Accident	29 August 2006		Time of Accident	1230Z
Type of Aircraft	Cessna 182T		Type of Operation		Private	
Pilot-in-command Licence Type		Commercial	Age	43	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	3642.0		Hours on Type	319.8
Last point of departure		Private Aerodrome on Wilgerivier farm (between Vaalwater and Thabazimbi)				
Next point of intended landing		Pietersburg Aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
To the left of Runway 16 at Wilgerivier Aerodrome						
Meteorological Information		Surface Wind: Westerly, light and variable; Temperature: 20°C; Visibility: +10 km with clouds at 5000ft – 6000 ft				
Number of people on board	1 + 3	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot stated that he backtracked on runway 16 to take off on the same runway. During the turn to line up, he applied full power for the take off but the aircraft turned too wide and the left main wheel contacted a small mound of about 15cm high on the verge of the runway (10m from the turning point). The aircraft swerved to the left off the runway. The pilot applied right rudder to compensate for the loss of directional control, but to no avail.</p> <p>The on-site investigation revealed that the pilot had executed the line-up turn from a point approximately 200-300m before reaching the threshold.</p> <p>The aircraft sustained damage to the undercarriage and the propeller. The pilot and passengers sustained no injuries.</p> <p>The pilot was the holder of a valid Commercial Pilot License and he had a valid non-restricted medical certificate, which expired on the 31 January 2007. The last Mandatory Periodic Inspection (MPI) was certified on 15 February 2006 at a total of 160.0 airframe hours and the aircraft had accumulated a further 18.7 hours since the last MPI was certified. The aircraft had a Certificate of registration No: 236/ZS-AJF with an issue date of 14 September 2005 and the Certificate of Airworthiness was valid at the time of the incident with an expiry date of 26 January 2007. The AMO was audited by the CAA on 12 July 2006. According to the CAA records all SB's and AD's were complied with at the previous MPI.</p>						
Probable Cause						
<p>Pilot used poor take-off technique by applying full power before the aircraft was lined up for the take-off. He also did not initiate the take-off from the threshold of the runway.</p>						
IARC Date				Release Date		