

SOUTH AFRICAN



**CIVIL AVIATION
AUTHORITY**

INTERIM ACCIDENT STATEMENT

Reference Number : CA18/2/3/9197

The information provided herein is of an interim nature. Readers are advised that new information may become available that may alter this interim statement prior to the publication of the final report.

This report is issued in accordance with International Civil Aviation Organisation (ICAO) Standard Annex 13 Paragraph 6.6.

1. The South African Civil Aviation Authority (SACAA) is conducting a safety investigation into a Springbok Airsprayers aircraft involving ZS-PAD (AYRES S2R-T34) which had an unsuccessful forced landing on 16 July 2013 near Piet Retief in Mpumalanga Province.
2. The investigation is being conducted in accordance with the international protocol set out by the International Civil Aviation Organisation (ICAO). The investigation team includes Investigator In-Charge (IIC) from the South African Civil Aviation Authority and representatives from the US-NTSB and Canada-TSB.



Ayres S2R-T Thrush powered by a Pratt & Whitney Canada PT-6 turboprop

History of flight

- 2.1 The pilot who was the sole occupant of the aircraft, reported that he was on a fire bombing mission when the accident occurred. He stated that he was returning to base following the mission and after the fire was contained north of Piet Retief.

- 2.2 He further stated that he had done a pre-flight inspection on the earlier that day at 0700Z and had dispatched to the area where the fire was at 0940Z. he also stated that he uploaded one load at Piet Retief and a further three loads at the private airstrip approximately 45km North of Piet Retief.
- 2.3 The pilot further stated that he was diverted to another fire at approximately 1050Z at the plantation at "Watermeets". He up-lifted a further three loads at Hlelo Airstrip approximately 30km North of Piet Retief.
- 2.4 He further stated that during the operation, all temperatures and pressures were normal. He uplifted the last load at Hlelo Airstrip and after he dropped the load at 1135Z, he flew back to Piet Retief Central as the fire was more or less contained. The aircraft was approximately two minutes from the fire when he lost power and he elected to execute an emergency landing.

Findings

3. Although the investigation is ongoing, the following findings have been made:
 - 3.1 The pilot was properly rated and licenced.
 - 3.2 The pilot just dropped the load when the engine failed.
 - 3.3 There was no attempt to restart due to the low height the mission required to be flown.
 - 3.4 The aircraft was in a fire bombing mission in the Piet Retief area.
 - 3.5 The aircraft was properly maintained and by an approved aircraft maintenance organisation.
 - 3.6 The engine failed and the report into the cause is being reviewed and will be included in the final report.
 - 3.7 The aircraft collided with a tree stump during a landing roll and damaged the left landing gear, wings and fuselage.

Recommendations

4. The following safety recommendation has been issued by the SACAA.
 - 4.1 None at this stage.

Conclusion

5. The SACAA investigation is on-going and we will be looking into other aspects of this accident which may have safety implications.

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