



Interim Statement

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.

1. The South African Civil Aviation Authority (SACAA) is conducting a safety investigation into a flight involving a Cessna C172 aircraft which flew into the power lines on 25 August 2015 in Kwa-Zulu Natal Province at the Inland side of N2 near Wikelspruit off-ramp.
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 (SACAA).

History of flight

- The pilot and the passenger both PPL holders studying towards their commercial pilots licences departed FAVG for an hour building flight to the general flying area. Both the take-off and climb were reported to be uneventful. An eye witness who was driving on the N2 high way in the Winkelspruit area saw the aircraft flying low which caught his attention. According to the eye witness the aircraft collided with power lines and crashed in a nose down attitude. A post impact fire erupted which destroyed the aircraft.
 - Both occupants were fatally injured and the aircraft was destroyed as a result of the impact and post impact fire.
3. Although the investigation is ongoing, the following findings have been made:
 - The pilot was the holder of a valid private pilot licence and had the aircraft type endorsed in his logbook.
 - The pilot's medical certificate was valid without any restrictions.
 - The pilot and the passenger were fatally injured as a result of the accident when they suffered from severe burns and smoke inhalation.
 - The flight was operated as an hour building flight under VFR rules (Part 91).
 - The aircraft was flying low over the highway at the time of the accident.
 - The aircraft collided with power lines and started losing altitude rapidly in a high angle nose down attitude.
 - The aircraft was in possession of a valid Certificate of Airworthiness (C of A) and Certificate of Registration (C of R).
 - The Aircraft Maintenance Organisation (AMO) that performed the MPI on the aircraft prior to the accident flight was in possession of a valid AMO certificate.
 - Examination of the aircraft technical logbooks revealed no anomalies or deficiencies with the aircraft.
 - Fine weather conditions prevailed at the time and was not considered to have any bearing on the accident.
 4. No interim safety recommendation has been issued by the SACAA at this stage.

5. The SACAA investigation is still on-going and approaching the final stages of approval.