



Ref: 7731

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

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|---|---|------------------------------|--------------------------|-----------------------------|-------|
| Aircraft Registration | ZS-BXF | Date of Accident | 21 November 2003 | Time of Accident | 1709Z |
| Type of Aircraft | DOUGLAS DC-3C | | Type of Operation | Ferry | |
| Pilot-in-command Licence Type | ATPL | Age | 55 | Licence Valid | Yes |
| Pilot-in-command Flying Experience | Total Flying Hours | 24100 | Hours on Type | 245 | |
| Last point of departure | FALA (Lanseria Aerodrome) | | | | |
| Next point of intended landing | FASK (Swartkops Aerodrome) | | | | |
| Location of the accident site with reference to easily defined geographical points (GPS readings if possible) | | | | | |
| Open grass field 2nm East of Runway 24R at FALA, GPS: S25° 55.56" E027° 57.40" | | | | | |
| Meteorological Information | No significant weather on the day of the accident. | | | | |
| Number of people on board | 3+0 | No. of people injured | 0 | No. of people killed | 0 |
| Synopsis | <p>The crew was tasked to fly to Lanseria Aerodrome (FALA) to carry out a sightseeing flight. The callsign was Skycoach (SYY) 668. Fuel allocated in the aircraft for the flight was 400 US gallons (1514 liters). The aircraft departed Swartkop Aerodrome (FASK) at 1410Z on a ferry flight to Lanseria Airport from where the sightseeing flight took place. A supernumerary pilot, about to undergo conversion training, was the only other person on board. The purpose of his presence was to observe procedures, flying and handling of the aircraft during the ferry to and from FALA and FASK.</p> <p>The flight departed FALA at approximately 1455Z with 24 passengers on board and landed back at FALA at 1555Z. At 1610Z, after the passengers had disembarked, SYY 668 took off from Runway 24 at FALA for the return flight to FASK. At about 6000 ft Above Mean Sea Level (AMSL) and about 1500 ft Above Ground Level (AGL) to the South of and downwind of Runway 24R, en route to FASK, at about 1615Z the left engine failed. The first officer (FO) was the pilot flying and the Captain (PIC) was the pilot non-flying. The PIC switched the left engine booster pump on and changed the left-hand side fuel tank selection from the left main to left auxiliary tank and the left engine recovered.</p> <p>Shortly thereafter the right engine also failed. The FO commenced a turn towards Runway 24 whilst the PIC dealt with the problem of now restarting the starboard engine by switching the right engine booster pump on and selecting the right-hand side fuel tank selector from the right main tank to the right auxiliary tank and the left engine recovered. According to the crew the left engine then failed again and so too did the right engine. At this stage the crew saw that they were not going to reach Runway 24 and carried out a wheels-up forced landing on an open field 2 nautical miles east of Lanseria (VOR). During the process of going into the forced landing on the field the PIC continued with his attempts to restart the engines by going through the selection of the different fuel tanks. After the aircraft came to a standstill the crew and the supernumerary pilot evacuated the aircraft. The crew was then flown by helicopter to Lanseria airport. They went to the control tower and from there initiated reporting action. The coordinates of the scene of the accident are S25° 55.525', E027° 57.386'. The crew was then flown by helicopter to Lanseria airport. They went to the control tower and from there initiated reporting action.</p> <p>The last Inspection was certified on 16 September 2003 at 25941.88 total airframe hours and the aircraft was operated for 20.15 hours since the last inspection was certified. All the applicable Service Bulletins (SB) and Airworthiness Directives (AD) were complied with.</p> | | | | |
| Probable Cause | | | | | |
| 1. The engines failed due to fuel starvation. 2. Contributory to the fuel starvation was the incorrect selection of fuel tanks and also because the crew did not know which tanks had the most fuel. | | | | | |