

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY****ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-OLS	Date of Accident	10 Sept 2004	Time of Accident	0345Z
Type of Aircraft	FAIRCHILD SA227AC		Type of Operation		Domestic Charter Flight
Pilot-in-command Licence Type	Airline Transport	Age	32	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	2465.0		Hours on Type	657.4
Last point of departure	Bloemfontein Aerodrome (FABL)				
Next point of intended landing	George Aerodrome (FAGG)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On cattle field just outside the southern boundary fence at George aerodrome. GPS coordinates S33°40'024.1" E022°22'74",					
Meteorological Information	The weather was fine; Temperature +15°C, the wind calm and the visibility good.				
Number of people on board	2+0	No. of people injured	0	No. of people killed	0
Synopsis	<p>The aircraft was on a Domestic Charter flight (IFR) from Bloemfontein Aerodrome to George Aerodrome when the crew elected to execute an ILS approach for landing onto Runway 11. At 1000ft from the threshold of Runway 11 with the undercarriage selected down and at full flaps for landing at an IAS of 120kt when he advised the co-pilot that was the flying pilot at the time, to continue visually with the approach for Runway 11. Shortly there after they heard a loud impact sound and the right hand engine failed. The aircraft suddenly yawed and banked severely to the right and the flying pilot commented that they had experienced a bird strike on the right-hand engine.</p> <p>The pilot-in-command immediately took over the controls and attempted to arrest the yaw to the right but the aircraft kept yawing to the right. He then made a blind transmission on frequency 118.9 MHz and called for a go-around. The co-pilot then selected full power on both engines retracted the undercarriage, whilst the pilot-in-command feathered the right-hand propeller.</p> <p>According to the pilot-in-command, the aircraft continued to yaw to the right and with the stall aural warning sounding with a loss of altitude, he pulled the left-hand engine stop and feather control and was committed to execute a forced landing on a cattle farm</p> <p>The pilot-in-command stated that aircraft was approximately just outside the boundary fence.</p> <p>Both wings collided with the gum poles of a telephone and wire fence causing extensive damage to the wings and fuselage under-surface. Both occupants sustained no injuries.</p> <p>The last Phase 2 Inspection was performed on the aircraft on 6 September 2004 at 8753.8 airframe hours and the aircraft had flown a further 6.2 hours since then.</p> <p>According to available information, the Operator was in possession of a valid AOC No. N550D and allowed to carry freight.</p> <p>The CAA Airworthiness Department had conducted the last audit on 3 September 2002 and no major findings were identified.</p>				
Probable Cause					
<p>The aircraft encountered a bird strike on the right-hand engine prior to landing at George Aerodrome.</p> <p>It appears that the cockpit crew did not apply the correct procedures for a go-around when the aircraft yawed Severely to the right. The aircraft failed to climb and a forced landing was executed on a cattle farm.</p>					