

		<b>Ref: 7426</b>					
		<b>SOUTH AFRICAN CIVIL AVIATION AUTHORITY</b> <b>AIRCRAFT ACCIDENT REPORT</b>					
<b>Aircraft Registration</b>	<b>ZS-OIG</b>	<b>Date of Accident</b>	3 November 2001		<b>Time of Accident</b>	0120Z	
<b>Type of Aircraft</b>	REIMS F406		<b>Type of Operation</b>		Commercial		
<b>Pilot-in-command License Type</b>		Airline Transport	<b>Age</b>	29	<b>License Valid</b>	Yes	
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	1 956.4		Hours on Type	1 001.3	
<b>Last point of departure</b>		Johannesburg International Airport (FAJS)					
<b>Next point of intended landing</b>		Eros Airport, Windhoek, Namibia (FYWE)					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>							
700m South of the threshold of Runway 03R FAJS (South 26° 10.220' East 028° 14.852', elevation ± 5 380ft)							
<b>Meteorological Information</b>		Surface wind; 030°/5kt, Temperature; +13°C, Visibility; >10km					
<b>Number of people on board</b>	2 + 1	<b>No. of people injured</b>	0		<b>No. of people killed</b>	3	
<b>Synopsis</b>		<p>The aircraft departed Johannesburg International Airport at 0119Z on an international cargo flight to Eros, an aerodrome located on the outskirts of Windhoek the capital of Namibia. There were two pilots and a passenger onboard the aircraft as well a substantial amount of cargo, consisting mainly of express freight parcels and two heavy steel bars approximately 3m in length each.</p> <p>The aircraft crashed approximately 106 seconds after commencing its take-off roll, impacting the ground in a left wing low attitude approximately 700m South of the threshold of runway 03R (right) at Johannesburg International Airport in a marshy area. All three occupants onboard were fatally injured and the aircraft was destroyed.</p> <p>The investigation revealed that the aircraft was overloaded by approximately 16% (699.6kg). The cargo was not secured, nor was there a seat or a restraining device in the aircraft for the passenger that was onboard the ill-fated flight.</p> <p>The last Mandatory Periodic Inspection prior to the accident was certified on 30 May 2001 at 4 353.1 airframe hours, by AMO No. 273. Since the inspection was certified a further 96.6 hours were flown. The Certificate of Airworthiness for the aircraft was invalid at the time of the accident, as both engines have exceeded their TBO (time between overhaul) by approximately 185 hours.</p>					
<b>Probable Cause</b>		<p>The accident resulted due to a loss of control (aircraft becoming uncontrollable in the pitch and roll axis), which occurred approximately 35 to 40 seconds after lift-off/rotation. It was induced and aggravated by a 16% overload condition as well as the exceedance of the certified aft CG limitation of the aircraft.</p>					