



Ref: 7487

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	ZS-OLE	<b>Date of Accident</b>	16 April 2002	<b>Time of Accident</b>	1134Z
<b>Type of Aircraft</b>	HAWKER SIDDELEY HS-748 2B		<b>Type of Operation</b>	Domestic Charter	
<b>Pilot-in-command Licence Type</b>	Airline Transport Pilot	<b>Age</b>	34	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	3846		Hours on Type	755
<b>Last point of departure</b>	FASZ (Skukuza)				
<b>Next point of intended landing</b>	FAPN (Pilanesberg)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					

FAPN (Pilanesberg)

<b>Meteorological Information</b>	Fine				
<b>Number of people on board</b>	5 + 42	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0

### Synopsis

On Tuesday, 16 November 2002, the aircraft flew on an IFR (Day) Domestic Charter Flight from Skukuza to Pilanesberg. The flight was operated by AIRQUARIUS AIR CHARTER (PTY) LTD trading as AIRQUARIUS AVIATION, under Licence number N641D, S670D and I/N114 (Part 121).

During the flight from Skukuza to Pilanesberg the aircraft developed a hydraulic problem, resulting in a complete hydraulic failure. However, a safe landing was carried out at Pilanesberg on Runway 23.

Shortly after the landing the pilot shut down both engines, but maintained the runway heading for approximately 2000m, before the aircraft veered off to the left of the runway where it entered a ditch, 75m from the runway edge, where it finally stopped.

There were no injuries, but the aircraft sustained extensive damage and substantial damage was caused to the perimeter fence around the airport.

Both the pilot and the co-pilot were correctly licenced and type rated on the aircraft.

Apart from the CVR, which was inoperative at the time of the accident and a leaking L/H hydraulic pump, it would appear that the aircraft was correctly maintained.

Fine weather conditions prevailed at the time of the accident.

The pilot informed Pilanesberg ATC of a complete hydraulic failure, but did not declare an emergency.

The pilot failed to switch off the Nose Wheel Steering after touch down and also shut down both hydraulic cut-off switches.

The Emergency Checklist does not provide for a complete hydraulic failure.

### Probable Cause

The accident resulted from a complete hydraulic failure, probably as a result of a leak on the L/H engine pump, which was not dealt with properly. Contributing to this was an incomplete emergency checklist.