



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

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|---|--------------------------|-------------------------|----------------------|------|
| Date of Accident | 14 December 2001 | Time of Accident | 1630Z | |
| Aircraft Registration | ZU-BWB | Type of Aircraft | Windlass Aquilla | |
| Pilot-in-command Licence Type | Microlight Pilot Licence | | Licence Valid | Yes |
| Pilot-in-command Flying Experience | Total Flying Hours | 35.4 | Total Hours on Type | 35.4 |
| Type of Operation | Private | | | |
| Last point of departure | Microland (Bapsfontein) | | | |
| Next point of intended landing | Microland (Bapsfontein) | | | |

Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)

Bapsfontein (Microland) at a position: S25° 58' 18" E028° 23' 01"

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|-----------------------------------|-------|------------------------------|-----|-----------------------------|-------|
| Meteorological Information | CAVOK | | | | |
| Number of people on board | 1 + 1 | No. of people injured | Nil | No. of people killed | 1 + 1 |

Synopsis

On Friday, 14 December 2001, at approximately 1600Z, the pilot accompanied by a passenger, took-off from Microland at Bapsfontein, for a local pleasure flight.

At approximately 1630Z, the aircraft crashed approximately 2km from Microland at Bapsfontein and both occupants sustained fatal injuries during the accident.

The aircraft was destroyed during the accident sequence.

The pilot was the holder of a valid micro-light licence and was type rated on the aircraft. He held a valid medical certificate with no restrictions, that expired on 30 September 2003.

An annual inspection was carried out on the aircraft during 2000, almost 6 months after it had been due. NO Annual Inspection was carried out on the aircraft during 2001.

The aircraft did not have a valid "Authority to Fly" at the time of the accident and the "Special Flight Permit" had expired on 5 November 2001.

Fine weather conditions prevailed at the time of the accident.

The last entry in the aircraft's logbook was dated 25 October 2000.

Probable Cause(s)

It would appear that the aircraft entered a "Whip-Stall" manoeuvre thereby subjecting the wing to negative loads beyond the design limits of the aircraft and subsequently resulted in the failure of the wing structure.

The swage ferrules in the vicinity of the centre lugs of the Spreader Bar Cables (which had failed) had suspect marks as a result of being pinched by the Swivel Block. It would appear that these cables failed as a result of being damaged prior to the accident, resulting in a possible catastrophic failure in-flight. According to available documentation, no Annual Inspection was carried out during 2001. If this inspection was carried out, the damage on the spreader bar cables and ferrules may have been noticed.

According to witnesses the pilot of the aircraft was doing steep turns and high altitude climbs and dives. This may be seen as a major contributing factor.