

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

Aircraft Registration	ZU-ZZZ	Date of Accident	05-02-2003	Time of Accident	1630Z
Type of Aircraft	AKROTECH CAP 222	Type of Operation	Aerobatics (Private)		
Pilot-in-command License Type	Private	Age	44 years	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	+2706.00	Hours on Type	+16.00	
Last point of departure	Kitty Hawk aerodrome S25° 51' 42" E 028° 26' 49", Elevation 4586ft AMSL.				
Next point of intended landing	Kitty Hawk aerodrome				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
High terrain at Kitty Hawk Aerodrome S25° 51' 39.1" E 028° 26' 29.7", Elevation 4870ft AMSL.					
Meteorological Information	The weather was fine, the temperature +24.5°C.				
Number of people on board	1	No. of people injured	Nil	No. of people killed	1

Synopsis

On 05-02-2003 at approximately 1420Z, the pilot discussed aerobatic manoeuvres including how to 'get out of a flat spin' with a friend who was also a witness to the accident at Kitty Hawk Aerodrome.

According to the witness, the pilot then drained fuel from the wing fuel tanks as the aircraft was not permitted to perform aerobatic manoeuvres with any fuel in the wing tanks. The front tank (main fuel tank), which is normally used for aerobatic manoeuvres was then checked by both the pilot and the witness, who estimated that the front tank, with a maximum capacity of 60 litres, was approximately $\frac{3}{4}$ full.

The witness further stated that the pilot took off from Runway 01 at approximately 1510Z. Shortly there after he carried out a right hand turnout and climbed to an altitude of approximately 3000ft agl before performing inside and outside loops, rolls and stall turn manoeuvres. Kitty Hawk falls within the boundary of the special rules area (TMA) with the upper limit being 7600ft. The elevation at Kitty Hawk is 4586' AMSL.

The witness also stated that the aircraft then climbed back to the same altitude again, south of the aerodrome and executed an intentional flat spin manoeuvre in a left-hand direction. The aircraft spun approximately 10 to 15 times whilst descending relatively slowly and stopped spinning momentarily when full throttle was applied. The aircraft then started to spin in the opposite direction and collided with high ground.

The pilot was fatally injured and the aircraft destroyed on impact.

Probable Cause

The pilot executed an intentional flat spin manoeuvre. The aircraft spun approximately 10 to 15 times and collided with high ground before the pilot could recover.