

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8012	
Aircraft Registration	ZU-DHV	Date of Accident	10 September 2005		Time of Accident	0945Z
Type of Aircraft	L29 Delphin		Type of Operation	Display		
Pilot-in-command Licence Type		Commercial	Age	27	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	1949.9		Hours on Type	21.6
Last point of departure		Rand Aerodrome (FAGM)				
Next point of intended landing		Vereeniging Aerodrome (FAVV)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Vereeniging Aerodrome (FAVV)						
Meteorological Information		Surface wind: 170°/5kts. Temperature: 27°C. CAVOK				
Number of people on board	2+0	No. of people injured	0	No. of people killed	2	
Synopsis						
<p>On 10 September 2005 during an airshow at Vereeniging Aerodrome FAVV, the Sasol Tiger team flying in the diamond formation took off from Rand Aerodrome (FAGM) with the intention to perform their display and return to FAGM (Home base).</p> <p>The four (4) aircraft formation passed down the Runway 03/21 in the southerly direction approximately 200 feet above ground level (AGL) and proceeded into a 270 degree right hand turn to finish the turn at a right angle to the runway with a planned break. Aircraft No. 4 was to break out of the formation to the left and the other three (3) aircraft were to continue with the turn to the right. Aircraft No. 4 broke away from the formation and had to turn to the left very steeply and the ensuing turn seemed to be uncontrolled, the aircraft recovered partially from an inverted attitude but there was not enough altitude and it impacted the ground with the fuselage parallel to the ground fatally injuring both the occupants onboard. The aircraft was destroyed by fire on impact</p> <p>The accident occurred in day light conditions.</p> <p>The aircraft was issued with a valid Operation Authority to Fly in terms of Part 24.02.03 of the Civil Aviation Regulations of 1997, as amended on 26 January 2005. The last Annual Inspection was certified on 2856.7 at a total of 47.6 airframe hours.</p>						
Probable Cause						
The accident was attributed to the high "g" turn which was initiated without the correct energy levels and the aircraft in the wrong configuration.						
Contributory factor/s:						
The deployment of the air brakes during the manoeuvre should be regarded as a significant contributory factor, by having a direct effect on the characteristics of the aircraft.						
Non-attendance of the pilot safety briefing and no validation of the planned display prior the airshow.						
IARC Date		May 2007		Release Date		May 2007