

## **EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT**

Form Number: CA 12-13a

Aircraft Registration ZU-DWE Kitfox-Classic IV Type of Operation Training  Pilot-in-command Licence Type Airline transport Age 49 Licence Valid Yes  Pilot-in-command Flying Experience Total Flying Hours 17 800.0 Hours on Type 450.0  Last point of departure Nelspruit Aerodrome (FANS)  Next point of intended landing Nelspruit Aerodrome (FANS)  Location of the accident site with reference to easily defined geographical points (GPS readings if possible)  On the runway at Nelspruit Aerodrome  Meteorological Information CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board 2 + 0 No. of people injured 0 No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.  The last annual inspection was carried out in April 2006 at 200 flying hours, and the aircraft was further operations.						Reference	e: <b>CA18/2/3/81</b>	50	
Pilot-in-command Licence Type Airline transport Age 49 Licence Valid Yes Pilot-in-command Flying Experience Total Flying Hours 17 800.0 Hours on Type 450.0  Last point of departure Nelspruit Aerodrome (FANS)  Next point of intended landing Nelspruit Aerodrome (FANS)  Location of the accident site with reference to easily defined geographical points (GPS readings if possible) On the runway at Nelspruit Aerodrome  Meteorological Information CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board 2 + 0 No. of people injured 0 No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The a nosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	Aircraft Registration	ZU-DWE		Date of Accident	10 July	2006	Time of Acc	ident	1120
Pilot-in-command Flying Experience  Total Flying Hours  17 800.0  Hours on Type  450.0  Last point of departure  Nelspruit Aerodrome (FANS)  Next point of intended landing  Nelspruit Aerodrome (FANS)  Location of the accident site with reference to easily defined geographical points (GPS readings if possible on the runway at Nelspruit Aerodrome  Meteorological Information  CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board  2 + 0  No. of people injured  0  No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	ype of Aircraft	Kitfox-Clas	sic IV	/	Туре	of Operation	on Training		•
Next point of departure  Nelspruit Aerodrome (FANS)  Next point of intended landing  Nelspruit Aerodrome (FANS)  Location of the accident site with reference to easily defined geographical points (GPS readings if possible)  On the runway at Nelspruit Aerodrome  Meteorological Information  CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board  2 + 0  No. of people injured  0  No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	Pilot-in-command Lic	ence Type		Airline transport	Age	49	Licence Val	id \	'es
Next point of intended landing  Nelspruit Aerodrome (FANS)  Location of the accident site with reference to easily defined geographical points (GPS readings if possible)  On the runway at Nelspruit Aerodrome  Meteorological Information  CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board  2 + 0  No. of people injured  0  No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the ge flying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	Pilot-in-command Fly	ing Experie	nce	Total Flying Hours	17 800	.0	Hours on Ty	pe 4	50.0
Location of the accident site with reference to easily defined geographical points (GPS readings if possible On the runway at Nelspruit Aerodrome  Meteorological Information   CAVOK, wind calm, temperature 23°C, clouds nil    Number of people on board   2 + 0   No. of people injured   0   No. of people killed    Synopsis   The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe. Both instructor and student sustained no injuries.	ast point of departur	'e	Nels	spruit Aerodrome (FA	NS)		•	•	
On the runway at Nelspruit Aerodrome  Meteorological Information   CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board   2 + 0   No. of people injured   0   No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	lext point of intended	d landing	Nels	spruit Aerodrome (FA	NS)				
Meteorological Information  CAVOK, wind calm, temperature 23°C, clouds nil  Number of people on board 2 + 0 No. of people injured 0 No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe. Both instructor and student sustained no injuries.	ocation of the accide	ent site with	refe	rence to easily defin	ed geo	graphical	points (GPS readin	gs if po	ssible)
Number of people on board 2 + 0 No. of people injured 0 No. of people killed  Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the ge flying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The a nosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe. Both instructor and student sustained no injuries.	On the runway at Nelsp	oruit Aerodro	me						
Synopsis  The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the ge flying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe. Both instructor and student sustained no injuries.	Meteorological Inform	nation C/	AVOK	, wind calm, temperat	ure 23°0	C, clouds r	nil		
The instructor and a student were on a training flight from Nelspruit Aerodrome to the general flying area and again.  The instructor stated that the accident occurred as he and the student had just returned from training in the ge flying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The a nosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	lumber of people on	board 2	+ 0	No. of people inju	ıred	0	No. of people kil	led	0
again.  The instructor stated that the accident occurred as he and the student had just returned from training in the geflying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that aft student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.	Synopsis								
flying area and as they were conducting the last circuit-and-landing exercise. The instructor further stated that after student had landed, during the landing roll, the student applied hard braking while still at fairly high speed. The anosed over, which is a typical response in a tail wheeler to braking at high speed.  Damage to the aircraft was limited to the propeller, tail plane and airframe.  Both instructor and student sustained no injuries.		udent were o	n a tr	aining flight from Nels	pruit Ae	rodrome to	o the general flyin	g area	and bad
Both instructor and student sustained no injuries.	lying area and as they v student had landed, dur	vere conducing the landi	ting th ng rol	e last circuit-and-landi I, the student applied I	ng exerc	cise. The in king while s	structor further sta still at fairly high sp	ted tha	t after th
The last annual inspection was carried out in April 2006 at 200 flying hours, and the aircraft was further operation					nd airfra	ime.			
for 50 flying hours.		tion was car	ried o	ut in April 2006 at 200	flying h	ours, and	the aircraft was fu	rther o	perated

P	ro	ha	h	6	Ca	use
	·	Nu	_		<b>U</b> u	usc

Excessive application of brakes whilst the aircraft was still at a fairly high speed.

IARC Date 28 February 2008	Release Date	Reviewed by EM office: AIID October 2009
----------------------------	--------------	---

23 FEBRUARY 2000 Fage 1 01	A 12-13a	23 FEBRUARY 2006	Page 1 of
----------------------------	----------	------------------	-----------