



AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/8241	
Aircraft Registration	ZS-GWG	Date of Accident	13 January 2007		Time of Accident	1500Z
Type of Aircraft	Hoffman H38 Dimona		Type of Operation		Private	
Pilot-in-command Licence Type		Glider	Age	62	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	959.5		Hours on Type	754
Last point of departure		Uitenhage Aerodrome FAUH – Eastern Cape Province				
Next point of intended landing		Uitenhage Aerodrome FAUH – Eastern Cape Province				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
S33° 39' 29.46" E025° 07' 55.34" at an elevation of 1 600 ft AMSL						
Meteorological Information		Fine weather conditions prevailed at the time of the accident. There was no cloud, mild wind and moderate temperatures of approximately 23°C.				
Number of people on board	1 + 1	No. of people injured	1	No. of people killed	1	
Synopsis						
<p>On 13 January 2007, at approximately 1430Z, the pilot, accompanied by a passenger, took off from Uitenhage aerodrome for a local scenic flight.</p> <p>At approximately 1500Z, during daylight in fine weather conditions, the aircraft collided with the terrain in a nose-up, right-wing-low attitude.</p> <p>Evidence from the accident site suggested that the aircraft had not been able to outclimb the terrain, which rises at an angle of 20° - 25°.</p> <p>The pilot sustained serious injuries and the passenger was fatally injured during the accident sequence. The aircraft was destroyed.</p> <p>The engine and fuel system of the aircraft were examined and, apart from accident-related damage, appeared to be in a good condition.</p>						
Probable Cause						
Controlled flight into terrain (CFIT)						
IARC Date			Release Date			



AIRCRAFT ACCIDENT REPORT

Name of Owner/Operator : Gous JP
Manufacturer : Hoffman
Model : H38 Dimona
Nationality : South Africa
Registration Marks : ZS-GWG
Place : Uitenhage
Date : 13 January 2007
Time : 1500Z

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (1997), this report was compiled in the interests of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to establish legal liability**.*

Disclaimer

This report is given without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of Flight

- 1.1.1 On 13 January 2007, at approximately 1430Z, the pilot, accompanied by a passenger, took off from Uitenhage aerodrome for a local scenic flight.
- 1.1.2 At approximately 1500Z, the pilot flew into a valley and collided with the mountainside.
- 1.1.3 The pilot sustained serious injuries and the passenger was fatally injured during the accident sequence.
- 1.1.4 The aircraft was destroyed.

1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	1	-
Serious	1	-	-	-
Minor	-	-	-	-
None	-	-	-	-

1.3 Damage to Aircraft

1.3.1 The aircraft was destroyed during the accident sequence.



Figure 1. The wreckage of ZS-GWG.



Figure 2. The extensive damage to the cockpit area.

1.4 Other Damage

1.4.1 There was no other damage.

1.5 Personnel Information

Nationality	South African				
RSA Licence	Yes	Gender	Male	Age	62
Licence valid	Yes	Type Endorsed	Yes		
Ratings	Winch – obtained 29 February 2003 Aero Tow – obtained 7 March 2004 Touring Motor Glider – obtained 7 November 2003				
Medical Expiry Date	30 November 2007				
Restrictions	Corrective lenses				

Flying Experience

Total Hours	959.5
Total Past 90 Days	27
Total on Type Past 90 Days	21
Total on Type	754
Total winch starts	21
Total aero-tow starts	24
Total Self-launching starts	29

1.6 Aircraft Information

Airframe

Type	H38	
Serial #	3696	
Manufacturer	Hoffman	
Year of Manufacture	2001	
Total Airframe Hours (at time of accident)	5 110.4	
Last Annual Inspection (Date & Hours)	5 100	31 Jan 2005
Hours since Last Annual Inspection	10.4	
Authority to Fly (Issue date)	10 May 2006 – 9 May 2007	
C of R (Issue Date)	11 May 2005	

Engine

Type	Limbach L2000
Serial #	Unknown
Hours since New	1 050
Hours since Overhaul	TBO not reached

Propeller

Type	Hoffman HO-V62R / L160T
Serial #	Unknown
Hours since New	1 050
Hours since Overhaul	TBO not reached

1.7 Meteorological Information

Wind direction	North	Wind speed	3 kts	Visibility	Good
Temperature	Approx 23°C	Cloud cover	Nil	Cloud base	N/A
Dew point	Unknown				

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigational equipment as approved by the regulator for the aircraft type. No defects were reported prior to the flight.

1.9 Communications

1.9.1 The aircraft was equipped with standard communication equipment as approved by the regulator for the aircraft type. No defects were reported prior to the flight.

1.10 Aerodrome Information

Aerodrome Location	3 nm north of Uitenhage
Aerodrome Co-ordinates	S33° 47' 00.00" E025° 53' 00.00"
Aerodrome Elevation	285 ft AMSL
Runway Designations	08/26 & 16/34
Runway Dimensions	800 m x 25 m & 700 m x 25 m
Runway Used	08
Runway Surface	Grass
Approach Facilities	Nil



Figure 3. The aircraft took off from FAUH.



Figure 4. The accident occurred in a valley.

1.11 Flight Recorders

1.11.1 The aircraft was not fitted with a flight data recorder (FDR) or a cockpit voice recorder (CVR). Neither was required by regulations to be fitted to this aircraft type..

1.12 Wreckage and Impact Information

1.12.1 The aircraft collided with the terrain in a nose-up, right-wing-low attitude.

1.12.2 Although the break-up was severe, all extremities of the aircraft were accounted for, and a midair breakup was excluded as the possible cause of the accident.

1.12.3 Evidence from the accident site suggested that the aircraft had been unable to outclimb the terrain which rises at an angle of approximately 20° - 25°.

1.13 Medical and Pathological Information

1.13.1 Not Applicable

1.14 Fire

1.14.1 There was no fire.

1.15 Survival Aspects

- 1.15.1 The severity of the impact, as shown by the break-up of the cockpit area, rendered this accident non-survivable, although the pilot did survive.
- 1.15.2 A witness heard the aircraft but did not see it. He informed the flying school at the airfield (FAUH) who then launched a search party by foot and some micro-light aircraft. The accident aircraft was spotted later the day by one of the aircraft searching the area.

1.16 Tests and Research

- 1.16.1 Not considered necessary.

1.17 Organisational and Management Information

- 1.17.1 This was a private flight.

1.18 Additional Information

- 1.18.1 The engine was examined and, apart from accident-related damage, appeared to be in good condition.
- 1.18.2 The fuel system and related components were examined and, apart from accident-related damage, appeared to be in good working condition.

1.19 Useful or Effective Investigation Techniques

- 1.19.1 None

2. ANALYSIS

- 2.1 The pilot flew into a valley but the aircraft was unable to outclimb the terrain and collided with the mountainside in a nose-up, right-wing-low attitude.
- 2.2 The pilot sustained serious injuries and the passenger was fatally injured during the accident sequence. The aircraft was destroyed.
- 2.3 Fine weather conditions prevailed at the time of the accident.
- 2.4 The engine and fuel system of the aircraft were examined and, apart from accident-related damage, appeared to be in good condition.

3. CONCLUSIONS

3.1 Findings

- 3.1.1 On 13 January 2007, at approximately 1430Z, the pilot, accompanied by a passenger, took off from Uitenhage aerodrome for a local scenic flight.
- 3.1.2 At approximately 1500Z, during daylight in fine weather conditions, the aircraft collided with the terrain in a nose-up, right-wing-low attitude.
- 3.1.3 Evidence from the accident site suggested that the aircraft was unable to outclimb the terrain which rises at an angle of approximately 20° - 25°.
- 3.1.4 The pilot sustained serious injuries and the passenger was fatally injured during the accident sequence. The aircraft was destroyed. .
- 3.1.5 The aircraft was correctly maintained as required by regulations.
- 3.1.6 The engine and fuel system of the aircraft were examined and, apart from accident - related damage, appeared to be in good condition.

3.2 Probable Cause/s

- 3.2.1 Controlled flight Into Terrain.

4. SAFETY RECOMMENDATIONS

- 4.1 None

5. APPENDICES

- 5.1 None.

Report reviewed and amended by the Advisory Safety Panel 30 October 2009
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