

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/9227	
Aircraft Registration	ZU-FVU	Date of Accident	26 September 2013		Time of Accident	1630Z
Type of Aircraft	Sling 2		Type of Operation	Private		
Pilot-in-command Licence Type		Private pilot - Aeroplane	Age	20	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	95,75		Hours on Type	11,54
Last point of departure		Virginia aerodrome, KwaZulu-Natal province				
Next point of intended landing		Virginia aerodrome, KwaZulu-Natal province				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Virginia aerodrome, KwaZulu-Natal province. Coordinates S29°46.2" E031°03.4" at an elevation of 20 ft						
Meteorological Information		Fine weather conditions were reported by the pilot with an easterly wind at 8 kt, temperature of 18°C and clear skies.				
Number of people on board	1+0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot departed from Virginia aerodrome to do 3 circuits at night in order to keep her night rating current.</p> <p>The 3rd and final circuit ended with a hard landing. The aircraft bounced 3 times and then the nose gear collapsed, causing the propeller to make contact with the runway.</p> <p>The aircraft sustained substantial damage to the nose landing gear, propeller and lower belly in the area of the nose landing gear.</p> <p>The pilot evacuated the aircraft without injury.</p> <p>No on-site investigation was carried out.</p>						
Probable Cause						
Hard landing which caused the aircraft to bounce before the nose landing gear collapsed (poor technique).						
IARC Date			Release Date			



AIRCRAFT ACCIDENT REPORT

Name of Owner : Servimax 61 CC
Name of Operator : Private
Manufacturer : The Airplane Factory (Pty) Ltd
Model : Sling 2
Nationality : South African
Registration Marks : ZU-FVU
Place : Virginia airport (FAVG) Durban
Date : 26 September 2014
Time : 1630Z

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 interest 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 produced without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of Flight

- 1.1.1 The pilot departed from Virginia aerodrome to do 3 circuits at night in order to keep her night rating current.
- 1.1.2 The 3rd and final circuit ended with a hard landing. The aircraft bounced 3 times and then the nose gear collapsed, causing the propeller to make contact with the runway.

1.2 Injuries to Persons

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

1.3 Damage to Aircraft

1.3.1 The aircraft sustained substantial damage to the nose landing gear, the propeller and the lower belly in the area of the nose landing gear.

1.4 Other Damage

1.4.1 There was no further damage to any property.

1.5 Personnel Information

Nationality	South African	Gender	Female	Age	20
Licence Number	0272408287	Licence Type	Private pilot - Aeroplane		
Licence valid	Yes	Type Endorsed	Yes		
Ratings	Night rating				
Medical Expiry Date	31 December 2013				
Restrictions	Nil				
Previous Accidents	Nil				

Flying Experience:

Total Hours	95,75
Total Past 90 Days	11,54
Total on Type Past 90 Days	11,54
Total on Type	11,54

1.6 Aircraft Information

Airframe:

Type	Sling 2	
Serial Number	063	
Manufacturer	The Airplane Factory (Pty) Ltd	
Date of Manufacture	2012	
Total Airframe Hours (At time of Accident)	588,50	
Last MPI (Date & Hours)	30 July 2013	498,70
Hours since Last MPI	89,8	
ATF (Authority to Fly) (Issue Date)	2 December 2013	
C of R (Issue Date) (Present owner)	5 October 2012	
Operating Categories	NTCA Commercial	

Engine:

Type	Rotax 912 ULS
Serial Number	67820262
Hours since New	528,5
Hours since Overhaul	TBO not reached yet

Propeller:

Type	Airmaster AP332
Serial Number	Unknown
Hours since New	528,5
Hours since Overhaul	TBO not reached yet

1.7 Meteorological Information

The pilot reported the weather conditions at the time and place of the accident to be as follows:

Wind direction	090	Wind speed	8 kt	Visibility	>10km
Temperature	18 °C	Cloud cover	Clear	Cloud base	N/A
Dew point	Unknown				

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with the standard navigation equipment required by the regulations. There were no recorded defects on the navigation equipment prior to the flight.

1.9 Communications

1.9.1 The aircraft was equipped with the standard communication equipment required by the regulations. There were no recorded defects on the communication equipment prior to the flight.

1.10 Aerodrome Information

Aerodrome Location	5 nm NE of Durban	
Aerodrome Co-ordinates	S29°46.2" E031°03.4"	
Aerodrome Elevation	20 ft	
Runway Designations	05/23	
Runway Dimensions	930 m x 34 m	
Runway Used	05	
Runway Surface	Asphalt	
Approach Facilities	Runway lights	

1.11 Flight Recorders

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

1.12 Wreckage and Impact Information

1.12.1 The nose landing gear collapsed during the landing, causing the propeller to make contact with the ground before the aircraft skidded to a halt on the runway.

1.12.2 The aircraft sustained damage to the nose landing gear, the propeller and the lower belly in the area of the nose landing gear.

1.13 Medical and Pathological Information

1.13.1 None.

1.14 Fire

1.14.1 There was no evidence of pre- or post-impact fire.

1.15 Survival Aspects

1.15.1 The accident was considered survivable due to the low kinetic energy associated with the landing.

1.15.2 The pilot was properly restrained by the aircraft's safety harness.

1.16 Tests and Research

1.16.1 None.

1.17 Organisational and Management Information

1.17.1 The aircraft maintenance organisation (AMO) that recovered and maintained the aircraft was in possession of a valid approval certificate.

1.18 Additional Information

1.18.1 None.

1.19 Useful or Effective Investigation Techniques

1.19.1 None.

2. ANALYSIS

2.1 Pilot (Man/Woman):

The pilot was appropriately qualified to conduct the flight. The pilot stated that she was doing 3 night circuits in order to keep her night rating current. The 3rd and final circuit ended with a hard landing, causing the nose landing gear to collapse.

2.2 Aircraft (Machine):

The aircraft was serviceable for the flight and there were no unattended mechanical malfunctions in the aircraft logbooks.

2.3 Environment:

Fine weather conditions prevailed at the time of the accident. Virginia aerodrome is equipped with runway lights only and no other approach facilities such as PAPI lights etc.

2.4 Mission:

The pilot intended to fly 3 circuits at night in order to keep her night rating current.

3. CONCLUSION

3.1 Findings

3.1.1 The pilot was correctly licensed and qualified for the flight in accordance with existing regulations.

3.1.2 The maintenance records indicated that the aircraft was maintained in accordance with existing regulations and approved procedures.

3.1.3 The pilot carried out a hard landing following the 3rd and final circuit, which caused

the aircraft to bounce before the nose landing gear collapsed.

3.1.4 The weather did not contribute to this accident.

3.2 Probable Cause/s

3.2.1 The pilot executed a hard landing which caused the aircraft to bounce before the nose landing gear collapsed (poor technique).

3.3 Contributing factors

3.3.1 None.

4. SAFETY RECOMMENDATIONS

4.1 None.

5. APPENDICES

5.1 None