



A00-123-7266

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	7 November 2000	Time of Accident	0930 Z		
Aircraft Registration	ZS-VXY	Type of Aircraft	Skytramp Mk1		
Name of Owner		Name and Number of Operator			
Denis Vincent		Private			
Pilot-in-command Licence Type	Private	Age	41	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		157.2	Hours on Type	0.42
Last point of departure	FASH runway 19.				
Next point of intended landing	FASH runway 19.				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Runway 19, FASH.					
Meteorological Information	Wind direction: 270 Wind Speed: 5-10 Knots. Temperature: 25°C				
Number of people on board	1+0	No. of people injured	Nil	No. of people killed	Nil
Synopsis	<p>The pilot took off on runway 19 at FASH for the first proving flight after construction. After take off the pilot realized that he had to apply substantial back-pressure on the control column and apply power to keep the aircraft level. On landing the pilot had just decreased power when the nose dropped dramatically resulting in a bounced landing, which caused the under carriage to collapse. The aircraft came to rest next to runway 19. Although the aircraft was substantially damaged, the pilot sustained no injuries.</p> <p>The aircraft was issued with a special flight permit on 3 November 2000.</p> <p>According to the pilot, the aircraft was loaded within the fore and aft CG limits of 20% and 31% MAC (Mean Aerodynamic Chord) respectively at 25.44% MAC.</p> <p>According to the designer of the aircraft it is possible that the tail plane incidence angle was either designed incorrectly or constructed incorrectly, which could have resulted in decreased elevator efficiency.</p> <p>According to CAA records, the pilot did not have the type endorsed in his licence, nor did he obtain permission from the commissioner to act as pilot in command for this flight.</p>				
Probable Cause					
Undetermined, but possible incorrect tail plane incidence angle, resulting in inadequate elevator authority or incorrect trim position.					