



SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZU-BXX ZS-EFK	Date of Accident	27 Nov 2004	Time of Accident	1148Z
Type of Aircraft	ZU-BXX (Pitts S12) ZS-EFK (Piper PA 28-235)	Type of Operation		ZU-BXX Private ZS-EFK Private	
Pilot-in-command Licence Type	ZU-BXX Commercial ZS-EFK Private	Age	ZU-BXX 63 ZS-EFK 41	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	ZU-BXX 10654 ZS-EFK 215.4	Hours on Type	ZU-BXX 98.7 ZS-EFK 50.4	
Last point of departure	Rand Aerodrome (FAGM)				
Next point of intended landing	Rand Aerodrome (FAGM)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
Rand Aerodrome (FAGM)					
Meteorological Information	According to both pilots fine weather conditions prevailed at the time of the accident with the wind 350°/12 kts with broken cloud at 10000 feet and good visibility. The prevailing temperature was recorded as 34°C.				
Number of people on board	ZU-BXX 1+1 ZS-EFK 1+2	No. of people injured	0	No. of people killed	0
Synopsis	<p>On 27 November 2004 at approximately 1148Z, during fine weather conditions, the pilot of ZS-EFK (Piper PA 28-235), accompanied by 2 passengers, was preparing for take-off for a flight to the General Flying area when the pilot of ZU-BXX (Pitts S12) taxied into the rear of the 1st aircraft at the holding point of runway 35.</p> <p>ZS-EFK sustained extensive damage to the elevator and horizontal stabilizer, the rudder and the right-hand side of the rear fuselage.</p> <p>ZU-BXX sustained minor damage to the top left-hand wing and the propeller only.</p> <p>The pilot of ZU-BXX, the Pitts S12, stated that his view was obstructed by the radial engine of his aircraft. Further to this the aircraft is also a tail dragger.</p> <p>Both pilots were correctly licensed and type rated on the aircraft types and held the applicable valid medical certificates as required.</p> <p>According to available records ZU-BXX was correctly maintained. The last MPI was certified on 25 October 2004 at 97.5 airframe hours and the aircraft has accumulated a further 1.2 airframe hours since the last MPI was certified. The last CAA audit at the AMO (104 Aircraft Unlimited, trading as Willows 104), AMO #: 104, was conducted in July 2004. No significant findings were noted.</p> <p>According to available records ZS-EFK was correctly maintained. The last MPI was certified on 22 November 2004 at 3338.99 airframe hours and the aircraft has accumulated a further 1.89 airframe hours since the last MPI was certified. The last CAA audit at the AMO (Placo, Rand Airport), AMO #: 009, was conducted in March 2004. No significant findings were noted.</p> <p>No on-site investigation was carried out.</p>				
Probable Cause					
The pilot of ZU-BXX failed to look-out and taxied into the rear of ZS-EFK.					