

AIRCRAFT INCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:		Ref: 0194	
Aircraft Registration	ZS-MEL/ZS-LEX	Date of Incident	28 January 2001		Time of Incident	0900Z	
Type of Aircraft	Pitts S-1S and Cessna 172		Type of Operation		Private Flight / Training		
Pilot-in-command Licence Type		Private / Commercial	Age	41 / 30	Licence Valid	Yes / Yes	
Pilot-in-command Flying Experience		Total Flying Hours	Approx 650 / 4264.05		Hours on Type	Approx 100 / 1476	
Last point of departure		Wonderboom Aerodrome (Both aircraft)					
Next point of intended landing		Wonderboom Aerodrome (Both aircraft)					
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)							
In the Pretoria General Flying Area 1 near Freeway Aerodrome.							
Meteorological Information		Surface wind: Unknown, Temperature: Unknown, Visibility: CAVOK.					
Number of people on board	1 / 1 + 1	No. of people injured	0 / 0		No. of people killed	0 / 0	
Synopsis							
<p>The instructor and student in ZS-LEX flew from Wonderboom Aerodrome to the Pretoria General Flying Area 1 to carry out flying training in the general flying area. They stated that they were cleared to enter the general flying area from the south-eastern corner over the Ludwig rose farm. After passing over the reporting point they were passed over to the general flying area frequency (124.4 MHz). The student made a position report on this frequency at 0854Z. At approximately 0857Z they approached the Freeway Aerodrome and started preparing for the exercises when the Pitts aircraft came past their right hand wing in a near vertically upwards attitude approximately 10 to 20 m from their wing. When the instructor called the Pitts pilot he denied that he executed an aerobatic manoeuvre and told them that he had them in sight throughout the manoeuvre.</p> <p>The Pitts pilot stated that he heard the broadcast from ZS-LEX on his way towards Wonderboom and saw the aircraft flying towards him, but approximately 500 feet lower. He executed a right-hand turn and stated that he passed ZS-LEX on its right at approximately 300m. During the turn the aircraft gained speed and thus the climb attitude when he passed the aircraft. He stated he had ZS-LEX in sight all along.</p> <p>The previous Annual Inspection performed on ZS-MEL was certified on 1 December 1999 at 640.05 Airframe hours. It was not clear whether all the airworthiness directives and service bulletins was complied with during the annual inspection.</p> <p>The previous Mandatory Periodic Inspection on the aircraft ZS-LEX was certified on 3 January 2001 at 7414 airframe hours. It appeared from the relevant documentation that the required Airworthiness Directives and Service Bulletins were complied with.</p> <p>The Aircraft Maintenance Organization (AMO 142) was audited and an AMO Approval was valid to 1 August 2001.</p>							
Probable Cause							
<p>The pilot of ZS-MEL flew in close proximity past ZS-LEX, while performing an aerobatic manoeuvre.</p>							
IARC Date			Release Date				