

INTERIM STATEMENT

Accident and Incident Investigations Division (AIID)

Accident
- ZU-CBR Interim Statement -
AIID Ref. No: CA18/2/3/9735 Windlass Aquilla



Figure 1: Wreckage as found at the accident site

Description:

The wing detached from the aircraft during approach for a landing resulting in the aircraft impacting with the ground.

DESCRIPTION OF OCCURRENCE

Occurrence Reference : CA18/2/3/9735
Occurrence Category : Cat I
Name of the Operator : L Erasmus
Manufacturer : Solo Wings
Aircraft Model : Windlass Aquilla
Engine Type : Honeywell Lycoming
Nationality : South African
Registration : ZU-CBR
Manufacture Serial Number : WA828
Date of Manufacture : 2000
Flight Hours/Cycles : 498.31
Type of Flight : Private
State of Occurrence : South Africa
Place of Occurrence : Mlala Game Farm, Limpopo Province
Date and Time : 06 October 2018 0615Z
Total Crew members : 1
Total Passengers : 1
Injuries to Passengers and Crew : 2
Other Injuries : 1
Nature of Damage : Substantial

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 (CARs) 2011 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 apportion blame or liability**.*

This ZU-CBR anniversary Interim Statement reports back on the investigation progress and should be read in conjunction with the Preliminary Report with reference number CA18/2/3/9735 that was published.

The Interim Statement is released in accordance with International Civil Aviation Organization (ICAO) Annex 13 standard 6.6 and CARs Part 12.05.1(7).

Later Interim Statements/Reports, or the Final Report, may contain altered information in case of new evidence becoming available during the on-going investigation.

Any person who has information concerning this accident should contact the AIID on AIIDinbox@caa.co.za.

Investigation process:

The occurrence was categorised with an AIID-assigned Accident Investigation File Number (CA18/2/3/9735) for this investigation.

The AIID formed an investigation team led by an investigator-in-charge (IIC) and members from the AIID for the relevant investigation aspects. The AIID is still leading the investigation and will issue a Final Report.

AIID reports are made publicly available at:

<http://www.caa.co.za/Pages/Accidents%20and%20Incidents/Aircraft-accident-reports.aspx>

Disclaimer:

This interim statement is produced without prejudice to the rights of the SACAA, which are reserved.

1. Interim Statement:

- 1.1 The Interim Statement is released in accordance with of ICAO Annex 13 standard 6.6 and CARs Part 12.05.1(7).
- 1.2 On the 06 October 2018, the pilot accompanied by a passenger took-off on a Windlass Aquilla with registration ZU-CBR. They took off from a private airstrip at Mlala Game Farm near Marble Hall for a scenic flight around the area.
- 1.3 The flight was approximately was uneventful and it lasted for a period of 30 minutes. The aircraft approached from the East of the airstrip and was heard by a witness making a strange noise. According to the witness, the noise from the aircraft drew he's attention and he saw it flying at approximately 500ft above ground level. He further stated that he saw the aircraft's wing detach from airframe and the wing fell to the ground. The airframe completed three forward barrel rolls following the separation of the wing and uncontrollably fell to the ground. The airframe impacted the ground at high speed and both occupants were ejected out of the aircraft. Both the pilot and the passenger where fatally injured and the aircraft was substantially damaged.

2. Following the release of the preliminary report the investigation established following:

- 2.1 The pilot had been issued with a national pilot licence (NPL) on 31 July 2018 with an expiry date of 17 July 2019 and his last skills test was carried out on 31 July 2018. He had been issued with a class 4 medical certificate on 18 May 2018 with an expiry date of 31 May 2023. The aircraft type was endorsed on his licence.
- 2.2 The aircraft had been issued with an Authority to Fly (AF) on 28 May 2018 with an expiry date of 22 May 2019. Its last annual inspection had been carried out on 23 May 2018 at 440.3 hours. The aircraft had an oil change on 25 September 2018 at 483.4 hours.
- 2.3 The last recorded airframe hours leading were on 30 September 2018 at 498.81 hours
- 2.4 The weather report was as follows for the area was as follows; *Visibility: CAVOK, Wind: South East and changing to South West at 5kt.*
- 2.5 Both pilot and passenger safety harness failed during the accident sequence.
- 2.6 The preliminary report established that the wing separated in flight during an approach for landing and the aircraft lost control and crashed.

3. Ongoing investigation

- 3.1 The investigation is still on going to determine why the wing separated from the aircraft.

4. Safety Recommendations

- 4.1 No safety recommendations were issued at the time this interim statement was released.

The AIID continues to collaborate with the other organisations on aircraft systems and aircraft operations.