

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10243						
Classification	Accident	Date	23 December 2022		Time	1235Z	
Type of Operation	Private (Part) 91						
Location							
Place of Departure	El Mirador Airfield (FALQ), KwaZulu-Natal Province		Place of Intended Landing		Port Alfred Aerodrome (FAPA), Eastern Cape Province		
Place of Occurrence	Displaced threshold of Runway 25 at Port Alfred Aerodrome (FAPA), Eastern Cape Province						
GPS Co-ordinates	Latitude	33° 33' 13.68" S	Longitude	026° 53' 10.40" E	Elevation	296ft	
Aircraft Information							
Registration	ZS-KEC						
Make; Model; S/N	Cessna C210M (Serial Number: 210-62590)						
Damage to Aircraft	Substantial			Total Aircraft Hours	6031.8		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	56
Licence Valid	Yes	Total Hours	898.6		Total Hours on Type	832.5	
Total Hours 30 Days	8.6		Total Flying on Type Past 90 Days		12.2		
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 23 December 2022 at 0955Z, a pilot and a passenger on-board a Cessna 210M aircraft with registration ZS-KEC took off on a private flight from El Mirador Airfield (FALQ) in KwaZulu-Natal province to Port Alfred Aerodrome (FAPA) in the Eastern Cape province. The flight was conducted in visual meteorological conditions (VMC) by day and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot stated that he took off from Runway 06 at FALQ and routed south-west towards FAPA. He further stated that the flight was uneventful. However, when he landed the aircraft on the threshold of Runway 25 at FAPA, the aircraft veered off to the right and the nose landing gear collapsed, the propeller blades struck the ground and the right-wing tip also contacted the ground. The aircraft sustained damage to the nose wheel, engine cowling, propeller and the right wing tip. A notice to airman (NOTAM) was issued at FAPA which warned pilots of Runway 25 being displaced. The pilot stated that he was not aware of the NOTAM.</p>							
Post-accident							
<ul style="list-style-type: none"> A NOTAM number C4086 stated that Runway 25 would be displaced for maintenance with effect from 8 December 2022 at 0732Z to 6 March 2023 at 1500Z (see the NOTAM below). <p>C4086/22 NOTAMN Q) FACA/QMTCM/IV/NBO/A/000/999/3334S02653E005 A) FAPA B)2212080732 C)2303061500 EST</p>							

E) RWY 07/25 LEN DECREASED TO 708.7M. DTHR 25.
RWY DESIGNATION TORA TODA ASDA LDA
07 708.7 708.7 708.7 708.7
25 708.7 708.7 708.7 708.7.)

- Runway 25 is 1037.7m X 35m.
- The pilot stated that he was not aware of the NOTAM and that there were no markings on the threshold of Runway 25 to indicate the displaced threshold of approximately 350m (see Figure 1).

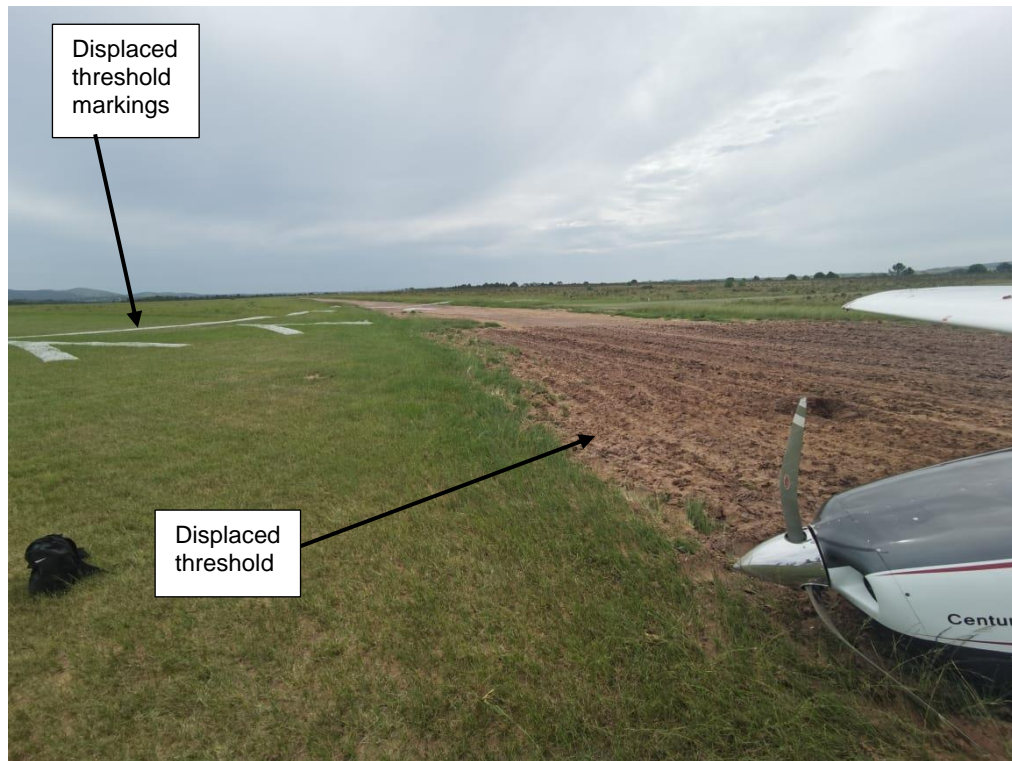


Figure 1: Displaced threshold markings on Runway 25. (Source: Pilot)



Figure 2: Port Alfred Airfield layout. (Source: Google Earth)



Figure 3: Aerial view of the displaced threshold markings. The arrow shows the length of the displaced threshold. (Source: Airport manager)



Figure 4: The final position of the aircraft. (Source: Pilot)



Figure 5: The damaged nose wheel and propeller blades. (Source: Pilot)

Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) on 16 October 2013. The pilot's reissued PPL was valid from 18 November 2022 to 18 November 2024.
2. The pilot was issued a Class 2 medical certificate on 15 November 2022 with an expiry date of 30 November 2023 with a restriction to wear corrective lenses.
3. The last annual inspection on the aircraft was carried out on 1 December 2022 at 6023.4 airframe hours, after which a Certificate of Release to Service (CRS) was issued with an expiry date of 30 November 2023 or at 6123.4 hours, whichever comes first.
4. The Certificate of Airworthiness (C of A) was issued on 8 June 2022 with an expiry date of 30 June 2023.
5. The Certificate of Registration (C of R) was issued to the present owner on 2 October 2013.
6. The pilot was not aware of the NOTAM which stated that the threshold of Runway 25 was displaced. The pilot landed short of the runway threshold, which led to the nose landing gear, engine cowling, propeller blades and right wing tip damage.
7. The pilot stated that he was not aware of the NOTAM and there were no markings on the threshold of Runway 25 to indicate the displaced runway threshold of approximately 350m.
8. The investigation found that there were runway markings showing the displaced threshold a few metres from where the aircraft had landed.

Probable Cause
The aircraft landed short of the displaced Runway 25 and, as a result, the nose gear bent backwards and the propeller blades struck the ground.
Contributing Factor(s)
Poor or no flight planning which led to non-adherence to the published NOTAM at the destination aerodrome.
Safety Action(s)
None.
Safety Message
Pilots are advised to always carry out a proper flight planning whilst taking into consideration the conditions at the departure aerodrome, en route facilities/aerodromes, the destination aerodrome and the aerodrome to divert to in case of an emergency.
About this Report
<p><i>The decision to conduct a limited investigation is based on factors including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desk top enquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar occurrence.</i></p> <p><i>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.</i></p>
Purpose
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, 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 apportion blame or liability.</i>
Disclaimer
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**