

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

| | | | | | | | |
|--|---|-----------------|-----------------------------------|--|---------------------|--------------------------|----|
| Reference Number | CA18/2/3/10324 | | | | | | |
| Classification | Accident | Date | 7 June 2023 | Time | 0530Z | | |
| Type of Operation | Private (Part 91) | | | | | | |
| Location | | | | | | | |
| Place of Departure | Welkom Airport (FAWM), Free State Province | | Place of Intended Landing | Bethulie Airstrip, Free State Province | | | |
| Place of Occurrence | Bethulie Airstrip, Free State Province | | | | | | |
| GPS Co-ordinates | Latitude | 30°30'21.48" S | Longitude | 25°57'50.62" E | Elevation | 4 244 ft | |
| Aircraft Information | | | | | | | |
| Registration | ZS-MVI | | | | | | |
| Make; Model; S/N | Cessna Aircraft Company, T210M (Serial Number: 210-62409) | | | | | | |
| Damage to Aircraft | Minor | | Total Aircraft Hours | 5033.3 | | | |
| Pilot-in-command | | | | | | | |
| Licence Type | Commercial Pilot Licence (CPL) | | Gender | Male | | Age | 39 |
| Licence Valid | Yes | Total Hours | 1661 | | Total Hours on Type | 788 | |
| Total Hours 30 Days | 21.5 | | Total Flying on Type Past 90 Days | 66.9 | | | |
| People On-board | 1+1 | Injuries | 0 | Fatalities | 0 | Other (on ground) | 0 |
| What Happened | | | | | | | |
| <p>On 7 June 2023, a pilot and a passenger on-board a Cessna T210M aircraft with registration ZS-MVI took off on a private flight from Welkom Airport (FAWM) to Bethulie Airstrip, both located in the Free State province. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The aircraft was airborne at 0420Z, and the flight from FAWM was uneventful. The pilot stated that before they reached Bethulie Airstrip, they telephoned the farm owner to advise him that they will be landing between 7am and 8am local time so he could open the gate located along the airstrip. On arrival, they completed an unmanned joining procedure and joined on the left downwind at 1000 feet (ft) above ground level (AGL). The pilot flew over the airstrip twice to look out for hazards, wild animals and livestock before he committed to land. He then approached the runway and touched down safely on Runway (RWY) 33. During the ground roll, approximately 400 metres (m) from the threshold, the aircraft impacted a gate that runs across the runway. The pilot brought the aircraft to a stop, switched off the master switch and, together with the passenger, disembarked from the aircraft. The pilot only realised during the ground roll that the gate was closed.</p> | | | | | | | |

Note: The gate is opened for arriving aircraft but usually left closed for cattle not to go through.
The barbed wire fence and the supporting poles entangled the spinning propeller and caused damage to the propeller blades, both wings and the empennage. The occupants were not injured.

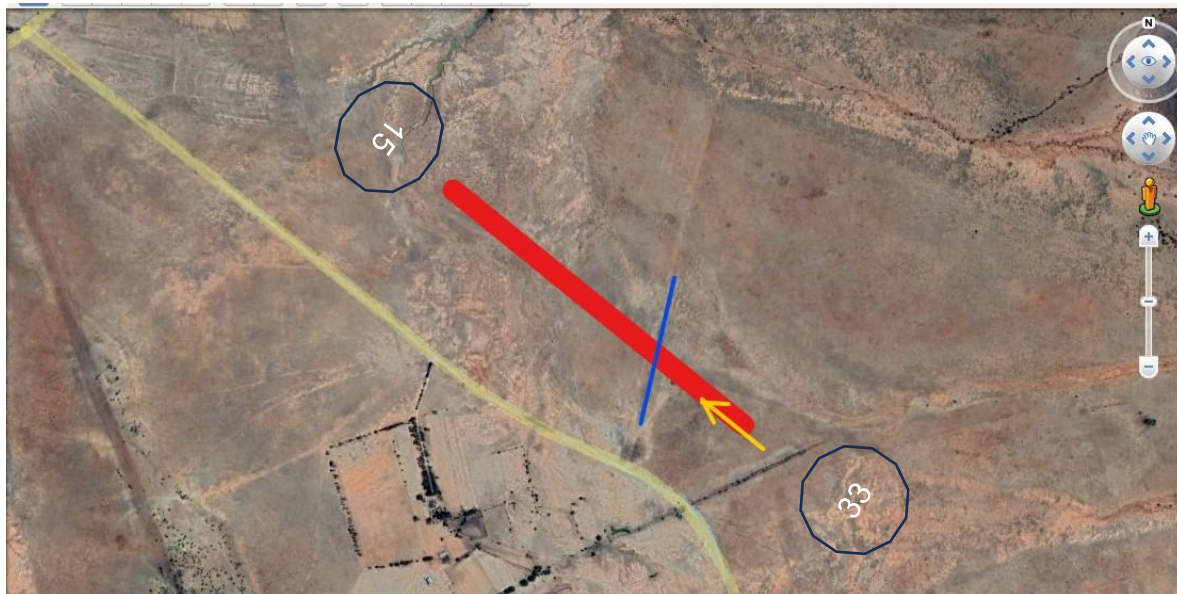


Figure 1: The private airstrip. Landing in heading of 330°. (Source: Google Earth)



Figures 2 and 3: Damage sustained by the aircraft. (Source: Operator)



Figure 4: The gate along the airstrip. (Source: Operator)

Findings

1. The pilot was initially issued a Commercial Pilot Licence (CPL) on 29 July 2014. His renewed CPL licence was issued on 12 December 2022 which expired on 31 May 2023, and the new licence was issued on 16 June 2023 with an expiry date of 30 June 2024.
2. The pilot's Class 1 medical certificate was issued on 28 July 2022 with an expiry date of 31 July 2023 with no limitations.
3. The aircraft's last annual inspection was conducted on 16 April 2023 at 4099.0 airframe hours, after which a Certificate of Release to Service (CRS) was issued with an expiry date of 16 April 2024 or at 4199.0 hours, whichever comes first.
4. The Certificate of Airworthiness (C of A) was initially issued on 5 August 2018 with an expiry date of 31 August 2024.
5. The Certificate of Registration (C of R) was issued to the present owner on 3 October 2019.
6. According to the pilot, the farmer forgot to open the gate as per the arrangement with the pilot prior to their arrival.

Probable Cause(s)

The aircraft impacted the gate (which ran across the runway) that was still closed on their arrival.

Contributing Factor(s)

None.

| |
|---|
| Safety Action(s) |
| None. |
| Safety Message and/or Safety Recommendation/s |
| None. |
| 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 |
| <p><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></p> |
| Disclaimer |
| <p><i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i></p> |

**This report is issued by:
Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**