



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10357						
Classification	Accident		Date	4 August 2023		Time	1015Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Cape Winelands Aerodrome (FAWN), Western Cape Province		Place of Intended Landing		Cape Winelands Aerodrome (FAWN), Western Cape Province		
Place of Occurrence	Runway 05 at Cape Winelands Aerodrome (FAWN), Western Cape Province						
GPS Co-ordinates	Latitude	33°46'28" S	Longitude	018°44'40" E	Elevation	399 ft	
Aircraft Information							
Registration	ZU-AWH						
Make; Model; S/N	Flight Design GMBH, Bushbaby (Serial Number: 0012)						
Damage to Aircraft	Substantial			Total Aircraft Hours	273.9		
Pilot-in-command							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	39
Licence Valid	Yes	Total Hours	156.7		Total Hours on Type	2.5	
Total Hours 30 Days	6.1		Total Flying on Type Past 90 Days			6.1	
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Friday, 4 August 2023, a pilot on-board a Bushbaby light aircraft with registration ZU-AWH took off from the Cape Winelands Aerodrome (FAWN), Western Cape province, to the local general flying area with the intention to land back at the same take-off aerodrome. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot reported that he conducted a pre-flight check on the aircraft and no anomalies were noted. The aircraft took off from Runway (RWY) 05 at FAWN, and the flight was uneventful. On the return flight from the general flying area whilst the aircraft was on final approach, the pilot lined up for landing on RWY 05. According to the pilot, the aircraft touched down and, during the ground roll, it veered off to the left of the runway due to a gust of wind from right. As a result, the aircraft ground looped before it stopped. The length of RWY 05 is 900m x 20m. The pilot managed to disembark from the aircraft without injuries. The aircraft sustained damage to the cowling, propeller (which bent) and the landing gear (which was misaligned).</p>							



Figure 1: The aircraft as it came to rest. (Source: Pilot)

The following weather information was obtained from the pilot's questionnaire:

Wind Direction	235°	Wind Speed	8kts	Visibility	9999
Temperature	21°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	13°C	QNH	Unknown		

Online E6B Computer / E6B Emulator

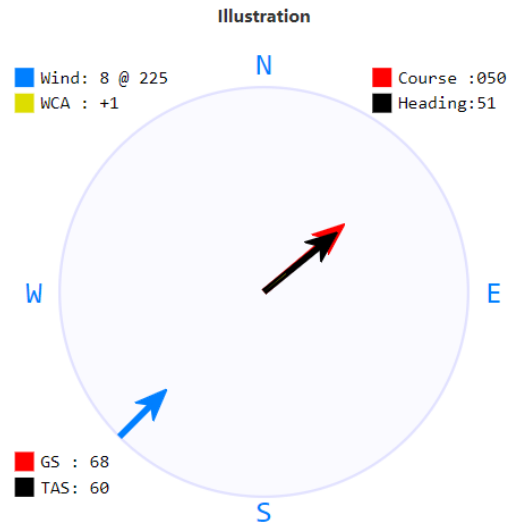
World's most popular E6B Calculator, Interactive E6B Emulator

Heading, Ground Speed, & Wind Correction Angle

Course :
True Air Speed :
Wind Direction :
Wind Speed :
Wind Correction Angle :
Heading :
Ground Speed :

Flight Time for Distance & Ground Speed

Distance :
Ground Speed :
Flight Time :



According to the Pilot's Operating Handbook (POH), the maximum allowable crosswind component for the aircraft is 20 knots.

Findings

1. The pilot was initially issued a National Pilot Licence (NPL) on 16 March 2015. The licence was reissued on 21 December 2022 with an expiry date of 28 February 2024.
2. The pilot's Class 2 medical certificate was issued on 9 July 2020 with an expiry date of 31 July 2025.
3. The aircraft's last annual inspection was conducted on 13 February 2023 at 254.9 airframe hours. At the time of accident, the aircraft had 273.9 hours. The aircraft had flown a total of 19 hours since the last annual inspection.
4. The Certificate of Release to Service (CRS) was issued on 13 February 2023 at 254.9 airframe hours with an expiry date of 12 February 2024 or at 279.9 airframe hours, whichever comes first.
5. The Aircraft's Authority to Fly certificate was originally issued on 15 April 2021. It was renewed on 13 July 2023 with an expiry date of 30 July 2024.
6. The Certificate of Registration (C of R) was issued to the present owner on 5 July 2023.
7. The maximum allowable crosswind component for the aircraft is 20 knots.
8. The pilot landed the aircraft with a tail wind component of 8kts. The length of the runway is 900m x 20m.

9. It is likely that the pilot lost directional control of the aircraft which veered off to the left of the runway and ground looped before it stopped.
Probable Cause(s)
It is likely that the pilot lost directional control of the aircraft and it veered off to the left of the runway and ground looped before it stopped.
Contributing Factor(s)
Landing with a tail wind.
Safety Action(s)
None.
Safety Message
To avoid injury or damage to property, pilots are advised to be vigilant at critical phases of flight such as take-offs and landings.
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**