



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL
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Reference Number	CA18/2/3/10363						
Classification	Accident	Date	5 September 2023		Time	1330Z	
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Springs Aerodrome (FASI), Gauteng Province		Place of Intended Landing	Springs Aerodrome (FASI), Gauteng Province			
Place of Occurrence	Kimberley Aerodrome (FAKM), Northern Cape Province						
GPS Co-ordinates	Latitude	28°48'06.3" S	Longitude	024°45'48.5" E	Elevation	3950 ft	
Aircraft Information							
Registration	ZS-EKI						
Make; Model; S/N	Piper; PA-28-140 Cherokee (Serial Number: 28-21124)						
Damage to Aircraft	Substantial			Total Aircraft Hours	5729.70		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	26
Licence Valid	Yes	Total Hours	102.4		Total Hours on Type	88.8	
Total Hours Past 30 Days	27.0		Total Flying Hours on Type Past 90 Days	34.3			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 5 September 2023, a pilot and a passenger on-board a Piper PA-28-140 Cherokee aircraft with registration ZS-EKI took off on a private flight from Springs Aerodrome (FASI), Gauteng province, to Kimberley Aerodrome (FAKM), Northern Cape province, with the intention to land back at FASI. 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 pilot reported that on arrival at FAKM, the engine parameters were within the acceptable limits. During approach for landing on Runway 28, the flaps were extended to 25 degrees and the aircraft's speed was between 80 and 85 miles per hour (MPH) at a height of approximately 200 feet. According to the Pilot's Operating Handbook (POH), the approach speed for the Piper PA-28-140 Cherokee is 80 MPH. After touch down, the pilot lost directional control of the aircraft and it veered off to the left of Runway 28 and came to a stop on the grass area next to the asphalt runway. During the accident sequence, the nose gear strut collapsed, and the propeller struck the ground. The aircraft sustained substantial damage; the pilot and the passenger were unharmed.</p> <p>The accident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 28°48'06.3" South, 024°45'48.5" East, at an elevation of 3950 feet.</p>							



Figure 1: Aerial view of Kimberley Aerodrome and the approximate area where the aircraft stopped. (Source: Google Earth)



Figure 2: The aircraft as it came to rest after the accident. (Source: Pilot)

The following weather information was obtained from the pilot questionnaire.

Wind Direction	240°	Wind Speed	14 knots	Visibility	9999
Temperature	28°C	Cloud Cover	BKN020	Cloud Base	Nil
Dew Point	02°C	QNH	Unknown		

Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) by the South African Civil Aviation Authority (SACAA) on 18 December 2018.
2. The PPL was reissued on 16 December 2022 with an expiry date of 31 December 2024. The pilot had flown a total of 102.4 hours of which 88.8 hours were on the aircraft type.
3. The pilot had the aircraft type endorsed on his licence. He had a valid Class 1 aviation medical certificate that was issued on 3 July 2023 with an expiry date of 31 July 2024.
4. The aircraft was issued a Certificate of Registration (C of R) on 31 July 2017. The Certificate of Airworthiness (C of A) was initially issued on 11 February 1969. The latest C of R had an expiry date of 8 June 2024.
5. The last Mandatory Periodic Inspection (MPI) was certified on 16 May 2023 at 5 643.86 airframe hours. At the time of the accident, the aircraft had a total of 5 729.70 airframe hours. The aircraft was flown a further 85.84 hours since the last MPI.
6. The aircraft was issued a Certificate of Release to Service (CRS) on 16 May 2023 at 5 643.86 airframe hours with an expiry date of 15 May 2024 or at 5779.70 hours, whichever occurs first. There were no defects recorded in the flight folio at the time of the accident.

Probable Cause

Unstable approach which resulted in loss of directional control of the aircraft after touchdown on Runway 28.

Contributing Factor

None.

Safety Action(s)

None.

Safety Recommendation/ Safety Message

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