

**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10373						
<b>Classification</b>	Accident	<b>Date</b>	6 October 2023		<b>Time</b>	1530Z	
<b>Type of Operation</b>	Private (Part 91)						
<b>Location</b>							
Place of Departure	New Tempe Aerodrome (FATP), Free State Province		Place of Intended Landing	Treverton College Airstrip, KwaZulu-Natal Province			
Place of Occurrence	Treverton College Airstrip in Mooi River, KwaZulu-Natal Province						
GPS Co-ordinates	Latitude	29°11'34.95" S	Longitude	030°00'36.83" E	Elevation	4 615 ft	
<b>Aircraft Information</b>							
Registration	ZS-CFN						
Make; Model; S/N	Cirrus Aircraft; SR22 (Serial Number: 0645)						
Damage to Aircraft	Substantial			Total Aircraft Hours	3 341.9		
<b>Pilot-in-command</b>							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	33
Licence Valid	Yes	Total Hours	973.8		Total Hours on Type	901.7	
Total Hours Past 30 Days	60.3		Total Flying Hours on Type Past 90 Days	62			
<b>People On-board</b>	1 + 1	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Friday afternoon, 6 October 2023, a pilot and a passenger on-board a Cirrus SR22 aircraft with registration ZS-CFN took off on a private flight from New Tempe Aerodrome (FATP), Free State province, to Treverton College Airstrip in Mooi River, KwaZulu-Natal 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 pilot reported that upon arrival at Treverton College Airstrip, he followed the unmanned aerodrome approach procedure and made the decision to land on the grass Runway 31, which was 1 080 metres (m) in length. The pilot reported that the aircraft approached at a high speed of 80 knots and, instead of landing whilst over the middle of the runway, he made a decision to execute a go-around. According to the Pilot's Operating Handbook (POH), the recommended speed for landing is 60 to 70 knots. The pilot applied full power; however, the aircraft was still in a landing configuration with full flaps and, as a result, it did not gain enough speed for the pilot to initiate a successful go-around. The pilot and the passenger were not injured. The aircraft stalled and crashed on the right side of the runway, and was substantially damaged.</p> <p>The accident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 29°11'34.95" South 030°00'36.83" East, at an elevation of 4 615 feet (ft).</p>							



**Figure 1:** Aerial view of the accident site. The orange arrow indicates direction of landing. (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	Variable	Wind Speed	2 knots	Visibility	10 km
Temperature	25°C	Cloud Cover	Nil	Cloud Base	Nil
Dew Point	Unknown	QNH	Unknown		

## Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) by the South African Civil Aviation Authority (SACAA) on 20 October 2018. The latest PPL was reissued on 3 November 2021 with an expiry date of 30 November 2023. The pilot had flown a total of 973.8 hours of which 901.7 hours were on the aircraft type.
2. The pilot had the aircraft type endorsed on his licence. The pilot had a valid Class 2 aviation medical certificate that was issued on 20 October 2023 with an expiry date of 30 November 2028.
3. The aircraft was issued a Certificate of Registration (C of R) on 3 March 2020. The Certificate of Airworthiness (C of A) was issued on 22 June 2011 with an expiry date of 30 June 2024.
4. The last mandatory periodic inspection (MPI) was certified on 31 May 2023 at 3247.1 hours. At the time of the accident, the aircraft had a total of 3341.9 airframe hours. The aircraft was flown a further 94.8 hours since the last MPI.
5. The aircraft was issued a Certificate of Release to Service (CRS) on 31 May 2023 at 3247.1 hours with an expiry date of 30 May 2024 or at 3347.1 hours, whichever occurs first. There were no defects recorded in the flight folio at the time of the accident flight.

## Probable Cause

The aircraft was in a landing configuration with full flaps and, as a result, it did not gain sufficient speed for the pilot to initiate a successful go-around. The aircraft stalled and crashed on the right side of the runway.

## Contributing Factor

Improper technique used to execute a go-around.

## Safety Action(s)

None.

## Safety Recommendation/ Safety Message

None.

**About this Report**

*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.*

*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**

*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.*

**Disclaimer**

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