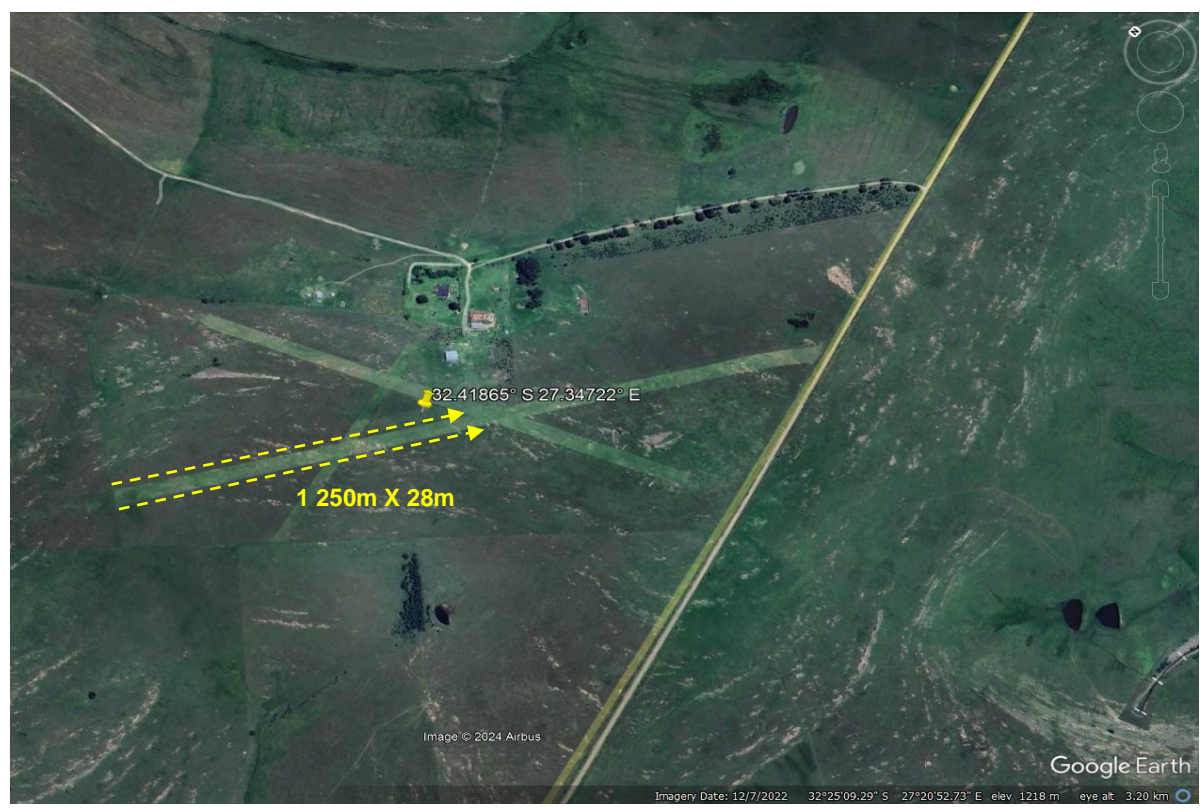


**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10408						
<b>Classification</b>	Accident	<b>Date</b>	9 January 2024		<b>Time</b>	1430Z	
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
<b>Place of Departure</b>	Robertsvale Airstrip in Gonubie, Eastern Cape Province		<b>Place of Intended Landing</b>		Rexfield Airstrip in East London, Eastern Cape Province		
<b>Place of Occurrence</b>	Runway 15 at Rexfield Airfield, East London						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	32°41'86.5" S	<b>Longitude</b>	27°34'72.2" E	<b>Elevation</b>	4009 feet	
<b>Aircraft Information</b>							
<b>Registration</b>	ZU-ELC						
<b>Make; Model; S/N</b>	Kitplanes for Africa; Bushbaby Explorer (Serial Number: 1160506EX)						
<b>Damage to Aircraft</b>	Substantial		<b>Total Aircraft Hours</b>		877.5		
<b>Pilot-in-command</b>							
<b>Licence Type</b>	Private Pilot Licence (PPL)		<b>Gender</b>	Male		<b>Age</b>	60
<b>Licence Valid</b>	Yes	<b>Total Hours</b>	722.4		<b>Total Hours on Type</b>	656.3	
<b>Total Hours 30 Days</b>	7.5		<b>Total Flying on Type Past 90 Days</b>		7.5		
<b>People On-board</b>	1 + 0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Tuesday afternoon, 9 January 2024, a pilot on-board a Bushbaby Explorer taildragger aircraft with registration ZU-ELC took off on a private flight from Robertsvale Airstrip in Gonubie, Eastern Cape province, with the intention to land at Rexfield Airstrip in East London in the same province. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot reported that the flight from the departure airstrip was uneventful. Before landing at Rexfield Airstrip, the pilot checked the windssock which indicated calm wind, and which favoured the grass Runway 15 that is 1 250 metres (m) long. The approach was stable; after touchdown and during the landing roll, the aircraft veered off to the left side of the runway. The pilot tried to recover the aircraft back to the centre of the runway, however, he applied excessive brakes which led to the propeller strikes on the ground and, consequently, the aircraft flipped over. The aircraft sustained substantial damage; the pilot exited the aircraft unassisted and unharmed.</p>							

Post-accident interview with the pilot revealed that the aircraft had no abnormalities during the flight. In addition, during the landing roll, the rudder control pedals were operational and had no sign of stiffness.



**Figure 1:** Aerial view of the Rexfield Airstrip and the runway used. (Source: Google Earth)



**Figure 2:** The aircraft at the accident site. (Source: Pilot)



**Figure 3:** A close-up view of the aircraft at the accident site. (Source: Pilot)

## Findings

1. The pilot was issued a Private Pilot Licence (PPL) by the Regulator (SACCA) on 10 August 2022 with an expiry date of 30 June 2024.
2. The pilot had flown a total of 722.4 hours of which 656.3 hours were on the aircraft type.
3. The pilot had a Class 2 aviation medical certificate that was issued on 2 February 2023 with an expiry date of 28 February 2024. The pilot had a restriction to wear suitable corrective lenses. The pilot was fit to conduct the flight in accordance with (IAW) the existing regulations.
4. The pilot had the aircraft type endorsed on his licence.
5. The last 100-hour annual inspection that was conducted on the aircraft prior to the accident flight was certified by an approved person (AP) on 21 April 2023 at 848.3 airframe hours. The aircraft had logged 877.5 total hours at the time of the accident, which meant that it had been flown a further 29.2 hours since the last inspection.
6. The aircraft was issued a Certificate of Release to Service (CRS) on 21 April 2023 with an expiry date of 20 April 2024 or at 948.3 total airframe hours, whichever occurs first.
7. The aircraft had an Authority to Fly (ATF) certificate that was issued on 7 July 2023 with an expiry date of 30 September 2024. The aircraft was airworthy when it dispatched for the flight.

<p>8. The aircraft's Certificate of Registration (C of R) was issued on 5 July 2016.</p> <p>9. The pilot lost directional control of the aircraft during landing and, in an attempt to recover, he applied excessive brakes which caused the aircraft to nose over.</p>
<p><b>Probable Cause</b></p> <p>The pilot lost directional control of the aircraft during the landing roll on Runway 15; in an attempt to recover, he applied excessive brakes which caused the aircraft to nose over.</p>
<p><b>Contributing Factors</b></p> <p>None.</p>
<p><b>Safety Action</b></p> <p>None.</p>
<p><b>Safety Message</b></p> <p>In the interest of safety and to avoid injury or damage to property, pilots are advised to be vigilant during the critical phases of flight such as take-off and landing.</p>
<p><b>About this Report</b></p> <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>
<p><b>Purpose</b></p> <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>
<p><b>Disclaimer</b></p> <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**