



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10410						
Classification	Accident	Date	11 January 2024		Time	1645Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Mossel Bay Aerodrome (FAMO), Western Cape Province		Place of Intended Landing	Mossel Bay Aerodrome (FAMO), Western Cape Province			
Place of Occurrence	Runway 28, Mossel Bay Aerodrome (FAMO), Western Cape Province						
GPS Co-ordinates	Latitude	34°09'25" S	Longitude	022°03'41" E	Elevation	548 feet (ft)	
Aircraft Information							
Registration	ZU-TNF						
Make; Model; S/N	Ravin 500 (Serial Number: 110523-17)						
Damage to Aircraft	Substantial		Total Aircraft Hours	460.4			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	64
Licence Valid	Yes	Total Hours	3200		Total Hours on Type	3200	
Total Hours Past 30 Days	7		Total Flying Hours on Type Past 90 Days	19.2			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Thursday afternoon, 11 January 2024, a pilot and a passenger on-board a Ravin 500 aircraft with registration ZU-TNF took off on a scenic flight from Mossel Bay Aerodrome (FAMO) in the Western Cape province with the intention to return to the same 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 stated that upon their return to FAMO, he lined up the aircraft for Runway 28 to conduct a full stop landing. The pilot stated that the aircraft was stable at a rate of descent of 500 feet per minute during final approach. He further stated that his vision was blinded by the sun whilst he was committed for a landing; as a result, he lost visual of the runway and flared too early. The aircraft touched down hard, and the left main gear collapsed. The aircraft veered off to the left of the runway and came to a stop a few metres from the edge.</p> <p>The aircraft sustained substantial damage; however, no person was injured during the accident.</p>							



Figure 1: The arrow depicts the accident site. (Source: Google Earth)



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

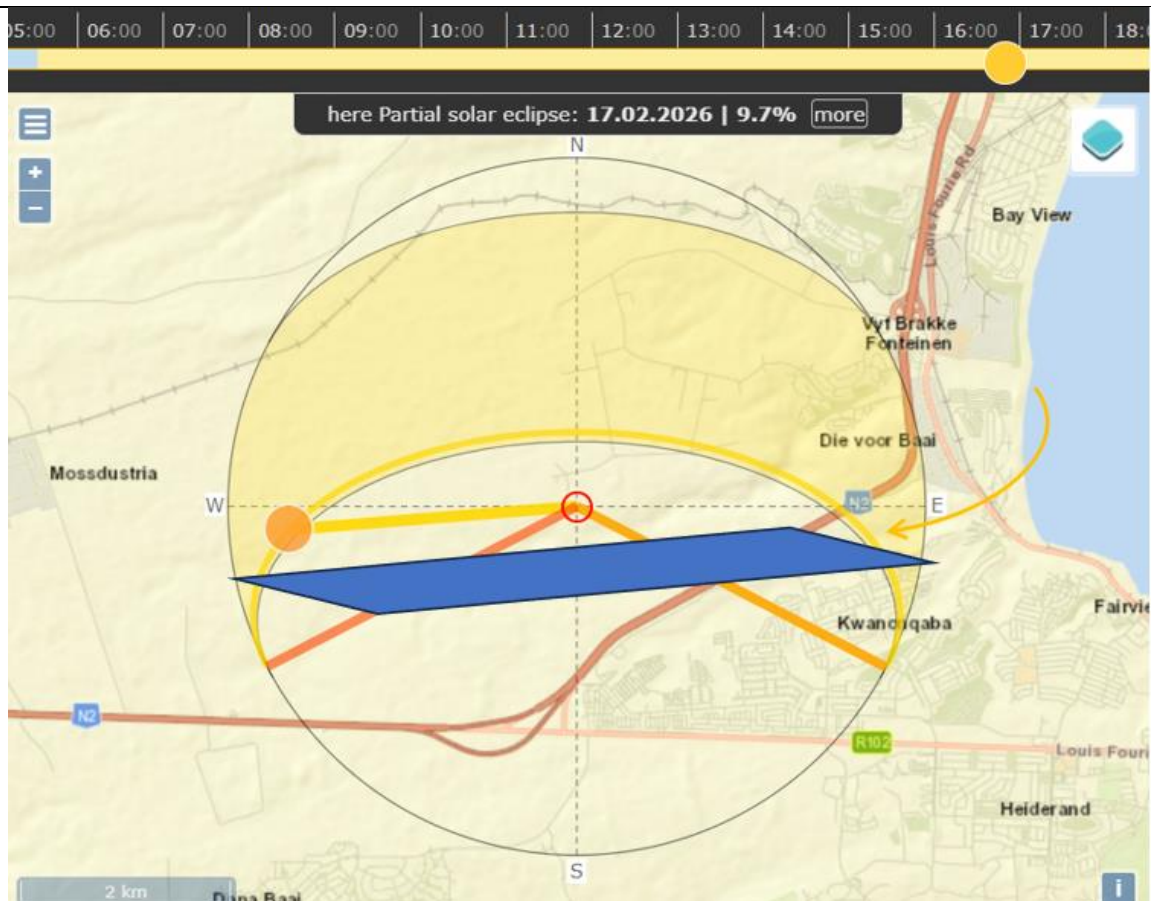


Figure 3: The sun is depicted by the orange dot on the day of the accident at 1645Z.
 (Source: <https://www.suncalc.org/#/-34.1625,22.0646,13/2024.01.11/16:49/1/3>)

Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) on 8 February 1988. The licence was reissued on 24 February 2023 with an expiry date of 29 February 2024.
2. The pilot was issued a valid Class 2 aviation medical certificate on 24 January 2023 with an expiry date of 31 January 2024 with the restriction to wear corrective lenses.
3. The aircraft was issued an Authority to Fly (ATF) on 1 October 2019. The ATF was renewed on 14 September 2023 with an expiry date of 31 October 2024. The aircraft was airworthy when it dispatched for the flight.
4. The aircraft's Certificate of Registration (C of R) was issued to the owner on 26 October 2015.
5. The aircraft was issued a Certificate of Release to Service (CRS) on 26 October 2023 with an expiry date of 26 October 2024 or at 484 hours, whichever occurs first. There were no reported or recorded defects on the aircraft prior to the flight.

6.	The pilot flared too early and landed hard; this resulted in loss of directional control of the aircraft.
7.	The pilot also reported that he lost reference with the ground when the sun blinded his vision, hence, the early landing.
Probable Cause	
The pilot flared too early and landed hard, which resulted in loss of directional control.	
Contributing Factor(s)	
Temporary blindness (vision) due to the sun rays.	
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 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