

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10436						
Classification	Accident	Date	29 March 2024		Time	0845Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Eagle's Creek Aviation Estate, Gauteng Province		Place of Intended Landing	Eagle's Creek Aviation Estate, Gauteng Province			
Place of Occurrence	Grass area on the edge of N14 close to Runway 26 at Eagle's Creek Aviation Estate						
GPS Co-ordinates	Latitude	25°54'25.53" S	Longitude	028°02'9.9" E	Elevation	4 700 feet (ft)	
Aircraft Information							
Registration	ZU-DYE						
Make; Model; S/N	Aeroprakt Ltd; A22 (Serial Number: 317-14358)						
Damage to Aircraft	Substantial		Total Aircraft Hours	460.4			
Pilot-in-command							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	56
Licence Valid	Yes	Total Hours	849		Total Hours on Type	24.6	
Total Hours past 30 Days	2.0		Total Flying Hours on Type Past 90 Days	12			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Friday morning at approximately 0745Z, a pilot on-board the Aeroprakt A22 aircraft with registration ZU-DYE took off on a private flight from Eagle's Creek Aviation Estate in Centurion, Gauteng province, to the general flying area (GFA). 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 the flight to and from the GFA was uneventful. When he was on short final for landing on Runway 26 at Eagle's Creek Aviation Estate before touchdown, he flared the aircraft. However, a gust of wind from his right-hand side lifted the aircraft and caused it to drift to the left. The pilot increased power to conduct a go-around with the flaps fully extended but the aircraft stalled and crashed on the left side of the N14 highway barrier. It came to a stop with the right-side wing sticking out onto the highway.</p> <p>The pilot was not injured. The aircraft sustained substantial damage to the wings, landing gear and propeller blades.</p>							



Figure 1: The yellow arrow depicts the direction of landing on RWY 26. (Source: Google Earth)



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



Figure 3: The aircraft on the guard rail of the N14 highway. (Source: Pilot)

The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the South African Weather Service (SAWS), recorded on 29 March 2024 at 0830Z at Lanseria International Airport (FALA). FALA is located 6.7 nautical miles from the accident site.

Wind Direction	070°	Wind Speed	04kt	Visibility	10 km
Temperature	26°C	Cloud Cover	FEW	Cloud Base	3000
Dew Point	12°C	QNH	1024 hPa		

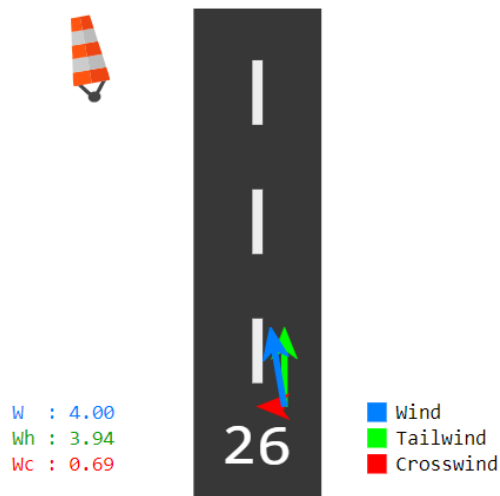


Figure 4: Wind component. (Source: e6bx.com/wind-components/)

3.8 Crosswind limitation

Maximum crosswind component for A-22LS airplane is 7 m/s (14 kts).

It is highly recommended to choose upwind direction for takeoff and landing with the least crosswind. It will significantly shorten takeoff and landing distances and increase degree of safety.

Figure 5: Crosswind limitation of the aircraft. (Source: Pilot's Operating Handbook)

Findings

1. The pilot was initially issued a National Pilot Licence (NPL) on 1 June 2007. The licence was reissued on 4 September 2022 with an expiry date of 3 September 2024.
2. The pilot was issued a valid Class 4 aviation medical certificate on 1 March 2022 with an expiry date of 31 March 2025. The pilot was restricted to wear corrective lenses when flying an aircraft.
3. The aircraft was issued an Authority to Fly (ATF) on 7 July 2019. The ATF was renewed on 26 June 2023 with an expiry date of 31 July 2024. The aircraft was airworthy when it was dispatched for the flight.
4. The annual inspection on the aircraft was conducted on 21 May 2023 at 793.2 hours.
5. The aircraft was issued a Certificate of Release to Service (CRS) on 21 May 2023 with an expiry date of 20 May 2024 or at 893.2 hours, whichever occurs first. There were no reported or recorded defects prior to the flight.
6. A gust of wind from the right interrupted the aircraft's flight path during the landing phase on Runway 26 at Eagle's Creek Aviation Estate. The pilot increased power without configuring the aircraft for a go-around.
7. The crosswind component of the aircraft is 14 knots. The aircraft did not exceed its crosswind component on this flight.

Probable Cause

The pilot applied power to conduct a go-around without configuring the aircraft for this process; this led to a stall and loss of control.

Contributing Factor(s)

Although there was a gust of wind from the right, the wind did not exceed the crosswind component of the aircraft.

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**