

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10459						
Classification	Accident	Date	6 June 2024		Time	1415Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Middleburg Airfield (FAMB), Mpumalanga Province		Place of Intended Landing		Paradise Creek Game Farm Private Airstrip, Mpumalanga Province		
Place of Occurrence	Left side of Runway 32 at Paradise Creek Game Farm						
GPS Co-ordinates	Latitude	23° 25' 29.65" S	Longitude	28° 13' 02.22" E	Elevation	3 123 ft	
Aircraft Information							
Registration	ZU-PAT						
Make; Model; S/N	Kitfox II (Serial Number: 649)						
Damage to Aircraft	Substantial			Total Aircraft Hours	215		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	53
Licence Valid	Yes	Total Hours	363.1		Total Hours on Type	290	
Total Hours 30 Days	4.5		Total Flying on Type Past 90 Days	29			
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Thursday afternoon, 6 June 2024, a pilot in a Kitfox II aircraft with registration ZU-PAT was conducting a private flight from Middleburg Airfield (FAMB) in Mpumalanga province to Paradise Creek Game Farm Private Airstrip, also in Mpumalanga province, when the accident occurred. 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 stated that the flight to Paradise Creek Game Farm Lodge Airstrip was uneventful. During the landing roll on Runway 32, the pilot lost directional control of the aircraft and it veered off to the left. The aircraft exited the runway and into the bushy terrain.</p> <p>The aircraft sustained substantial damage to the nose gear strut, cowling and the propeller blades. After the accident, the pilot switched off the master switch and vacated the aircraft; he was unharmed.</p>							



Figure 1: Aerial view of the accident area. (Source: Google Earth)



Figure 2: The aircraft after the accident. (Source: Pilot)

The pilot stated that after the aircraft had come to a stop, he disembarked to inspect it and found that the left main landing gear tyre had deflated.

Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) on 6 February 2019. The licence was reissued on 12 June 2024 with an expiry date of 31 March 2025.
2. The pilot was issued a Class 2 aviation medical certificate on 25 March 2024 with an expiry date of 31 March 2025. The pilot was restricted to wearing corrective lenses when flying an aircraft.
3. The aircraft was issued an Authority to Fly (ATF) on 7 July 2022. The ATF was renewed on 2 June 2024 with an expiry date of 6 July 2025. The aircraft was airworthy when it was dispatched for the flight.
4. The Certificate of Registration (C of R) was issued to the present owner on 30 May 2024.

5.	The annual inspection on the aircraft was conducted on 9 May 2024 at 210.6 hours.
6.	The aircraft was issued a Certificate of Release to Service (CRS) on 9 May 2024 with an expiry date of 6 July 2025 or at 310.6 hours, whichever occurs first. There were no recorded defects prior to the flight.
7.	The aircraft's left main landing gear tyre had deflated; after landing, the aircraft veered off to the left and impacted the bushy terrain.
Probable Cause(s)	
The aircraft's left main landing gear tyre had deflated, and after landing, the aircraft veered off to the left and impacted the bushy terrain.	
Contributing Factor(s)	
None.	
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 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