



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number		CA18/2/3/10464					
Classification	Accident	Date	15 June 2024			Time	1354Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	NB Safaris Airstrip in Sterkrivier, Limpopo Province		Place of Intended Landing	NB Safaris Airstrip in Sterkrivier, Limpopo Province			
Place of Occurrence	Approximately 12.5 metres (m) beyond the end of Runway 17 at NB Safaris Airstrip in Sterkrivier, Limpopo Province						
GPS Co-ordinates	Latitude	24°13'19.90" S	Longitude	028°49'12.90" E	Elevation	3891 feet	
Aircraft Information							
Registration	ZU-DSS						
Make; Model; S/N	Aeroprakt; A-22 Foxbat (Serial Number: 113)						
Damage to Aircraft	Substantial		Total Aircraft Hours	1 347			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Female		Age	47
Licence Valid	Yes	Total Hours	1 635.3		Total Hours on Type	1 285.6	
Total Hours 30 Days	1.2		Total Flying on Type Past 90 Days	5.1			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 15 June 2024, a pilot and a passenger on-board an Aeroprakt A-22 Foxbat aircraft with registration ZU-DSS took off on a private flight from NB Safaris Airstrip in Sterkrivier near Polokwane, Limpopo province, with the intention to land back at the same airstrip. 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 reported that around 1300Z, the aircraft took off towards the direction of Sterkrivier; the flight was uneventful. Upon their return to NB Safaris Airstrip, the aircraft was travelling at an air speed of approximately 60 miles per hour (mph). The aircraft landed deep on the grass-covered Runway 01, which is 1 200 metres (m) in length. The aircraft overshot the runway and the nose wheel rolled over a hole dug by warthogs; as a result, the aircraft flipped over. The hole was approximately 12.5 metres (m) beyond the end of Runway 01. The aircraft sustained substantial damage; the two occupants disembarked from the aircraft without assistance and unharmed.</p>							

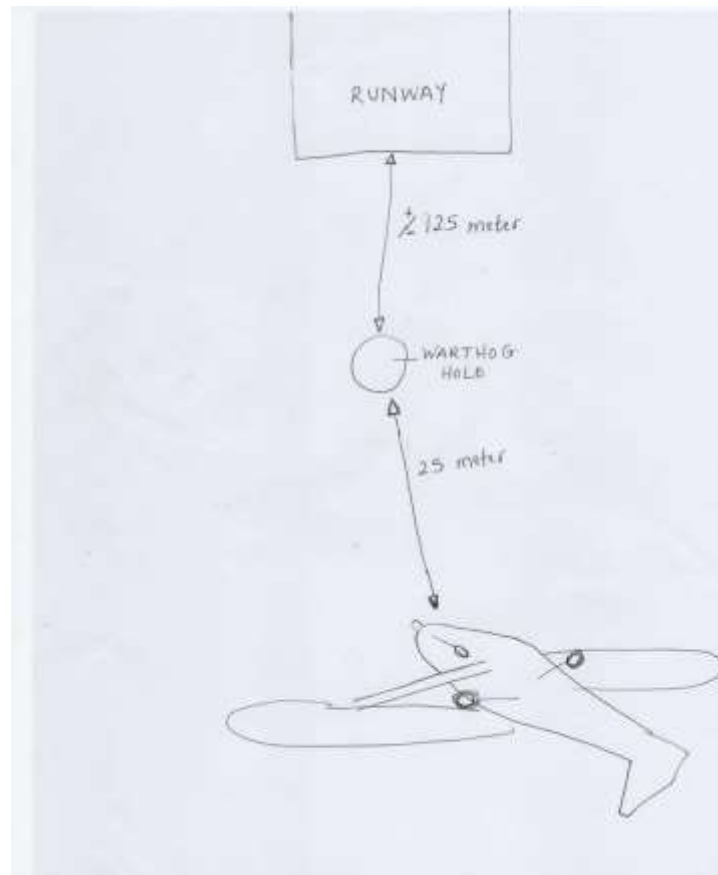


Figure 1: The sketch shows the sequence of events. (Source: Pilot)



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

4. The Authority to Fly (A to F) was issued on 27 October 2023 with an expiry date of 31 October 2024.
5. The Certificate of Registration (C of R) was issued to the present owner on 5 July 2005.
6. The airspeed was too high on approach, and the aircraft landed deep before it overshot the runway. Subsequently, the nose gear wheel rolled over a hole which caused the aircraft to nose over.

Probable Cause(s)

The aircraft's airspeed was high on approach, and the aircraft touched down deep and overshot the runway; subsequently, the nose gear wheel rolled over a hole and the aircraft nosed over.

Contributing Factor

None.

Safety Action(s)

None.

Safety Message and/or Safety Recommendation/s

Safety message: In the interest of safety, pilots are advised to be vigilant during the critical phases of flight such as take-offs and landings.

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

This report is produced without prejudice to the rights of the AIID, which are reserved.

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