

Section/division Accident and Incident Investigations Division

Form Number: CA 12-57

### LIMITED OCCURRENCE INVESTIGATION REPORT - FINAL

Reference Number		CA18/2/3/10464											
Classification	Acci	cident Date 15 Ju			June 2024 Ti			Time	135	4Z			
Type of Operation Private (Part 94)													
Location													
Place of Departure Sterk			afaris Airstrip in rivier, Limpopo nce			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		atitude	24°13′19.90" S		S Lor	ngitude 028°49'12.9		°49'12.90	" E	Elevation		3891 feet	
Aircraft Informat	ion												
Registration ZU-DSS													
Make; Model; S/N Aeroprakt; A-22 Foxbat (Serial Number: 113)													
Damage to Aircraft Substa			antial				Total Aircraft Hours 1 34			347	47		
Pilot-in-comman	d									•			
Licence Type	Priv	rivate Pilot Licence (PPL)		Ge	nder		Female			Age		47	
Licence Valid	Yes	es Total Hours		1 6	35.3		Total Hours		urs or	on Type		1 285.6	
Total Hours 30 Days 1.2				Tot	Total Flying on Type Past 90 Day			0 Day	s 5.	5.1			
People On-board	1 +	1	njuries	0	Fata	alities		0		Othe	r (on gı	ound)	0
What Happened				•	,								•

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.

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.

SRP date: 8 October 2024 Publication date: 9 October 2024

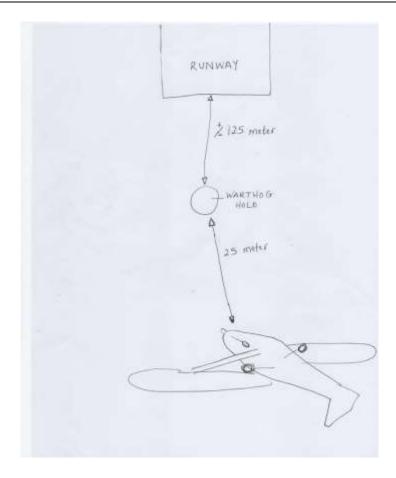


Figure 1: The sketch shows the sequence of events. (Source: Pilot)



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

### Post-accident:

The following weather information was issued by the South African Weather Service (SAWS) for Polokwane Aerodrome (FAPP) on the day and time of the accident.

Wind Direction	070°	Wind Speed	5kt	Visibility	10km
Temperature	22°C	Cloud Cover	Clear	Cloud Base	None
Dew Point	0°C	QNH	1027 hPa		

The weather indicated that the wind direction was 70°; at the time of landing on Runway 01, the wind was calm at 5 knots and blowing from the right side of the runway.

Approach (Source: Foxbat-A22LS Pilot's Operating Handbook)

- 1. Speed REDUCE below 148 km/h (92 mph, 80 kts), minimum 100 km/h (62 mph, 54 kts).
- 2. Flaps EXTEND position 1. Wind stronger 8 m/s (16 kts) FLAPS UP.
- 3. Elevator trim tab ADJUST as required.
- 4. Approach speed on final 100 km/h (62 mph, 54 kts), +10 km/h (6 mph, 5 kts) in rain or strong turbulence.
- 5. Too high on final REDUCE RPM, at idle SLIP.
- 6. Too low on final INCREASE RPM. DO NOT RETRACT FLAPS when flying low over high obstacles or close to the ground!

The pilot stated that she could not stop the aircraft because it kept floating, and that the speed was too high.

#### **Findings**

- 1. The pilot was initially issued a Private Pilot Licence (PPL) on 19 August 2014. The licence was reissued on 28 August 2021 with an expiry date of 31 August 2023. The licence was not valid at the time of the flight.
- 2. The pilot was issued a Class 2 aviation medical certificate on 17 July 2023 with an expiry date of 31 July 2025 with no restrictions.
- 3. The annual inspection of the aircraft was certified on 16 October 2023 at 1 333.8 airframe hours, after which a Certificate of Release to Service (CRS) was issued on the same day with an expiry date of 15 October 2024 or at 1 433.8 hours, whichever comes first.

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- 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**

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