

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10486						
Classification	Accident	Date	1 September 2024		Time	1515Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Port Elizabeth Airport (FAPE), Eastern Cape Province		Place of Intended Landing		Woodman Farm Airstrip near Plettenberg Bay, Western Cape Province		
Place of Occurrence	On Runway 12 at Woodman Farm Airstrip near Plettenberg Bay, Western Cape Province						
GPS Co-ordinates	Latitude	33°59'00" S	Longitude	024°08'00" E	Elevation	253ft	
Aircraft Information							
Registration	ZU-EMV						
Make; Model; S/N	Shadow Lite CC; Jabiru 430 (Serial Number: 375)						
Damage to Aircraft	Substantial			Total Aircraft Hours	1 302.9		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	68
Licence Valid	Yes	Total Hours	1 526		Total Hours on Type	1 226.1	
Total Hours 30 Days	0.8		Total Flying on Type Past 90 Days	6.4			
People On-board	2+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Sunday, 1 September 2024, two pilots on-board a Jabiru 430 aircraft with registration ZU-EMV took off on a private flight from Port Elizabeth Airport (FAPE) in the Eastern Cape province to Woodman Airstrip near Plettenberg Bay in the Western Cape province. 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 flying (PF) and seated on the left seat reported that the flight segments to Woodman Farm Airstrip were uneventful. The aircraft approached the airstrip at a speed of 65 knots (kts) and landed on the grass-covered Runway 12. During the landing roll, the pilot lost directional control of the aircraft, and it veered off to the left. The PF tried to correct the anomaly by engaging the right rudder, but the aircraft continued to veer off and exited the runway. The nose wheel rolled over a trench and the aircraft flipped over. Thereafter, the PF switched off the master switch. The pilots vacated the aircraft unassisted and unharmed. The aircraft sustained substantial damage.</p>							

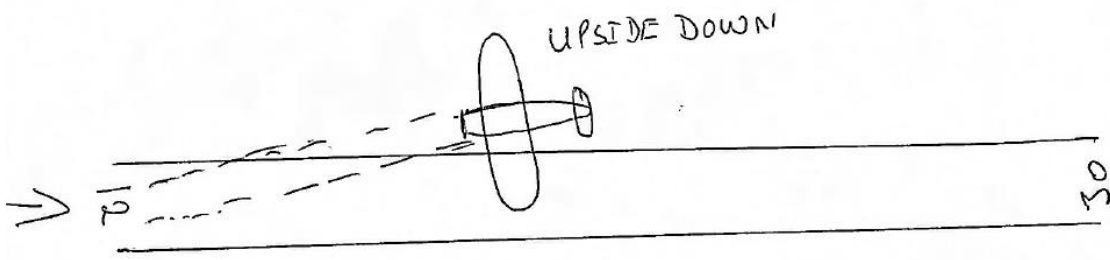


Figure 1: A depiction of the sketched sequence of events. (Source: Pilot)



Figure 2: The blue arrow shows the direction of landing and the aircraft post-accident. (Source: Pilot)



Figure 3: Final resting position of the aircraft. (Source: Pilot)

Findings

1. The pilot was initially issued a Private Pilot Licence (PPL) on 9 November 2006. The licence was reissued on 30 August 2023 with an expiry date of 31 August 2025.
2. The pilot was issued a Class 2 aviation medical certificate on 19 August 2024 with an expiry date of 31 August 2025 with the following restrictions:
 - Limited period of validity at 12 months.
 - Corrective lenses for defective distant vision (VDL), intermediate and near vision.
 - Valid by day only.
 - Special restrictions as specified; Visual Flight Rules (VFR), daylight flying only and no Electronic Flight Instrument System (EFIS).
 - Special medical examinations.
3. The last annual inspection of the aircraft was certified on 16 October 2023 at 1 333.8 total 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.
4. The Authority to Fly (ATF) was initially issued on 25 September 2019. The ATF was reissued on 31 October 2023 with an expiry date of 30 September 2024.

5. The Certificate of Registration (C of R) was issued to the present owner on 6 March 2007.
6. During the landing roll, the pilot lost directional control of the aircraft, and it veered off to the left and exited the runway; the nose wheel rolled over a trench and the aircraft flipped over.

Probable Cause(s)

Loss of directional control during the landing roll which resulted in the aircraft veering off to the left and exiting the runway; the nose wheel rolled over a trench and the aircraft flipped over.

Contributing Factor(s)

None.

Safety Action(s)

None.

Safety Message and/or Safety Recommendation/s

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

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**