

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1441						
Classification	Serious Incident	Date	7 February 2024		Time	1400Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Buffeldoorn Farm in Klerksdorp, North West Province		Place of Intended Landing	Tedderfield Airfield (FATA), Gauteng Province			
Place of Occurrence	Buffeldoorn Farm in Klerksdorp, North West Province						
GPS Co-ordinates	Latitude	26°41'14.16" S	Longitude	026°46'54.50" E	Elevation	4593 ft	
Aircraft Information							
Registration	ZU-ADS						
Make; Model; S/N	Sling 4 (Serial Number: 056K)						
Damage to Aircraft	Minor		Total Aircraft Hours	1 436.6			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	46
Licence Valid	Yes	Total Hours	797.7		Total Hours on Type	728	
Total Hours Past 30 Days	5.8		Total Flying Hours on Type Past 90 Days	4.9			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 7 February 2024, a pilot on-board a Sling 4 aircraft with registration ZU-ADS intended to take-off from Buffeldoorn private farm in Klerksdorp, North West province, to Tedderfield Airfield (FATA) in Gauteng province. 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 reported that he initially conducted a runway inspection whilst driving parallel to the runway, and it looked satisfactory. He then conducted the pre-take-off checks before he taxied the aircraft on the grass-covered taxiway from the parking bay to join the runway. Whilst taxiing the aircraft, the pilot stated that he heard a loud noise coming from the front part of the aircraft. He then switched off the aircraft's engine and disembarked to inspect the origin of the noise. During inspection, he found a wire entangled around the propeller. The pilot did not see the wire as it lay hidden in the grass during the runway inspection. The aircraft sustained minor damage to the propeller blade and engine cowling.</p>							

The serious incident occurred at the private farm during daylight at Global Positioning System (GPS) co-ordinates determined to be 26°41'14.16" South 026°46'54.40" East, at an elevation of 4593 feet (ft).



Figure 1: Aerial view of the serious incident site. (Source: Google Earth)



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



Figure 3: Damage to the propeller tip with the wire still entangled. (Source: Pilot)

Findings

1. The pilot was initially issued a Pilot Private Licence (PPL) by the South African Civil Aviation Authority (SACAA) on 13 January 2016. The latest PPL was reissued on 28 November 2023 with an expiry date of 31 August 2025. The pilot had flown a total of 797.7 hours of which 728 hours were on the aircraft type.
2. The pilot had the aircraft type endorsed on his licence. The pilot had a valid Class 2 aviation medical certificate that was issued on 8 August 2023 with an expiry date of 31 August 2025.
3. The aircraft had a Certificate of Registration (C of R) that was issued to the current owner on 21 January 2015.
4. The aircraft had a valid Authority to Fly (ATF) which was issued on 29 September 2020. It was reissued on 26 April 2023 with an expiry date of 8 November 2024.
5. The aircraft was issued a Certificate of Release to Service (CRS) on 21 February 2023 at 1388.5 hours with an expiry date of 20 February 2024 or at 1488.5 hours, whichever occurs first. There were no defects recorded in the flight folio at the time of the serious incident.

<p>6. The wire was entangled to the aircraft's propeller. The wire lay hidden from the pilot's sight during runway inspection.</p> <p>7. Failure to inspect the taxiway.</p>
<p>Probable Cause</p>
<p>During taxi from the parking area to the take-off point of the runway, the cable that lay hidden on the grass entangled the aircraft's propeller.</p>
<p>Contributing Factor</p>
<p>Foreign object not cleared from taxiway.</p>
<p>Safety Action(s)</p>
<p>None.</p>
<p>Safety Message</p>
<p>In the interest of safety and to avoid injury or damage to property, pilots operating in unmanned and unmaintained airstrips are advised to ensure that the taxi and movement areas of the aircraft are free of hazardous objects.</p>
<p>About this Report</p>
<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>
<p>Purpose</p>
<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>
<p>Disclaimer</p>
<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