

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1452						
Classification	Serious Incident	Date	22 June 2024		Time	0652Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Zandspruit Aero Estate Private Airstrip in Hoedspruit, Limpopo Province			Place of Intended Landing	Zandspruit Aero Estate Private Airstrip in Hoedspruit, Limpopo Province		
Place of Occurrence	Runway 35 at Zandspruit Aero Estate in Hoedspruit, Limpopo Province						
GPS Co-ordinates	Latitude	24°22'23" S	Longitude	030°55'39" E	Elevation	1 679 ft	
Aircraft Information							
Registration	ZU-IJC						
Make; Model; S/N	Kitplanes for Africa; KFA Bushbaby (Serial Number: 32)						
Damage to Aircraft	Minor			Total Aircraft Hours	401.1		
Pilot-in-command							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	40
Licence Valid	Yes	Total Hours	80.5		Total Hours on Type	26.4	
Total Hours 30 Days	1.0		Total Flying on Type Past 90 Days	5.6			
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday morning, 22 June 2024, a pilot and a passenger on-board a KFA Bushbaby taildragger aircraft with registration ZU-IJC were conducting a private flight from Zandspruit Aero Estate private airstrip in Hoedspruit, Limpopo province, with the intention to land back at the same airstrip. 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 took off from Runway 35 to the general flying area (GFA). After about 1 hour, he returned to the airstrip with the intention to conduct a full-stop landing. Before he could land the aircraft, the pilot assessed the wind direction, and it favoured Runway 35. The aircraft was stable on approach to land. During the landing roll, the pilot lost directional control of the aircraft and it ground looped to the left of the runway. The aircraft's left-wing tip impacted the ground before the aircraft stopped on the left side of the runway; it sustained minor damage to the left-wing tip fairing. Both occupants disembarked from the aircraft unharmed.</p>							



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



Figure 2: The aircraft after it was recovered to the hangar at the airstrip. The yellow circle shows the damaged left-wing tip fairing. (Source: Pilot)

The weather information in the table below was obtained from the South African Weather Service (SAWS) report that was issued for Airforce Base Hoedspruit (FAHS) in Limpopo province on 22 June 2024 at 0700Z. FAHS is located 13.47 kilometres (km) east of Zandspruit Aero Estate private airstrip.

Wind Direction	310°	Wind Speed	3kts	Visibility	9999km
Temperature	21°C	Cloud Cover	CAVOK	Cloud Base	-
Dew Point	13°C	QNH	1029hPa		

Findings

1. The pilot was initially issued a National Pilot Licence (NPL) on 13 October 2021. The licence was reissued on 23 November 2022 with an expiry date of 22 November 2024.
2. The pilot was issued a Class 2 aviation medical certificate on 27 July 2022 with an expiry date of 29 November 2025.
3. The aircraft was issued an Authority to Fly (ATF) on 21 November 2018. The ATF was renewed on 11 October 2023 with an expiry date of 30 November 2024. The aircraft was airworthy when it was dispatched for the flight.
4. The aircraft's Certificate of Registration (C of R) was issued to the present owner on 6 December 2023.
5. The last annual inspection on the aircraft was certified on 30 September 2023 at 371.5 hours.
6. The aircraft was issued a Certificate of Release to Service (CRS) on 30 September 2023 with an expiry date of 29 September 2024 or at 471.5 hours, whichever occurs first. There were no recorded defects prior to the flight.
7. The weather was not a factor to this serious incident.
8. The pilot landed the aircraft, and during the ground roll, he lost directional control and the aircraft ground looped.

Probable Cause(s)

Failure to compensate with the right rudder during the landing roll on Runway 35 resulted in the pilot losing directional control of the aircraft which veered off to the left; consequently, the aircraft ground looped and the left-wing tip impacted the runway.

Contributing Factor(s)
Lack of experience.
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
<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>
Disclaimer
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

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