

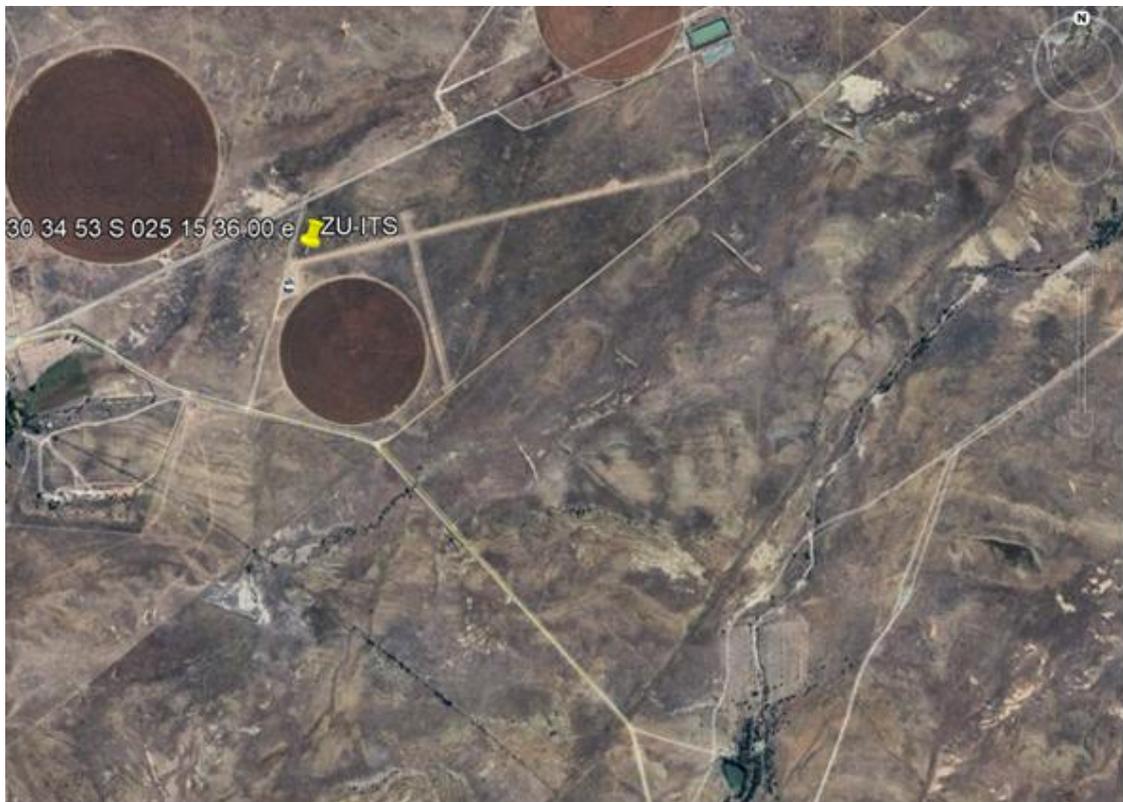
**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/3/2/1462						
<b>Classification</b>	Serious Incident	<b>Date</b>	17 November 2024		<b>Time</b>	1642Z	
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
Place of Departure	New Tempe Aerodrome (FATP), Free State Province		Place of Intended Landing	Adamsfontein Farm, Northern Cape Province			
Place of Occurrence	On Runway 10 at Adamsfontein Farm, 14nm west of Gariep Dam (FAHV) Aerodrome Northern Cape Province						
GPS Co-ordinates	Latitude	30° 34' 53"S	Longitude	25° 15' 36" E	Elevation	3974 ft	
<b>Aircraft Information</b>							
Registration	ZU-ITS						
Make; Model; S/N	Thatcher CX4 (Serial Number: 537)						
Damage to Aircraft	Minor			Total Aircraft Hours	5497		
<b>Pilot-in-command</b>							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	77
Licence Valid	Yes	Total Hours	5497		Total Hours on Type	113.9	
Total Hours 30 Days	2.6		Total Flying on Type Past 90 Days	19.8			
<b>People On-board</b>	1+0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	3 Sheep
<b>What Happened</b>							
<p>On Sunday afternoon, 17 November 2024, a pilot on-board a Thatcher CX4 aircraft with registration ZU-ITS took off on a private flight from New Tempe Aerodrome (FATP) in Free State province to Adamsfontein Farm (registered private airstrip) in Northern 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 reported that he departed from FATP at 1530Z after conducting the pre-flight checks with no anomalies found. The 70-minute flight to Adamsfontein Farm was uneventful; the pilot had landed many times before on the airstrip. On the accident day, the pilot intended to land on Runway (RWY) 28 but realised that the sun glare would make it difficult to see; therefore, he elected to land on RWY 10. He flew over the farm's airstrip for an unmanned joining procedure. The pilot stated that he did not identify any anomalies or obstacles on the runway except for a flock of sheep about 50 metres (m) to the left of RWY 10 threshold; he then continued to land.</p> <p>During the landing roll before the tailwheel touched the ground, approximately 500m away from the fence located near RWY 10, three sheep unexpectedly ran across the runway (from left to right). The aircraft</p>							

impacted the sheep which were fatally injured. The pilot was not injured during the serious incident; however, the aircraft sustained minor damage to the wooden propeller.



**Figure 1:** The aircraft with the damaged wooden propeller. (Source: Owner)



**Figure 2:** An overview of the accident site. (Source: Google Earth)



**Figure 3:** The farm's landing strip. (Source: Pilot)

#### Post-investigation

The farm owner stated that pilots should notify him in advance prior to landing at the airstrip so that he can relocate the sheep to a safer grazing area.

On the day of the serious incident, the pilot did not inform the farm owner about his arrival time

#### **Findings**

##### 1. Personnel Information

- 1.1 The pilot had a National Pilot Licence (NPL) that was initially issued on 14 June 2013. His latest renewed NPL was issued on 9 April 2024 with an expiry date of 5 March 2026.
- 1.2 The pilot had a Class 4 medical certificate that was issued 2 September 2022 with an expiry date of 28 February 2025 with no restrictions.

##### 2. Aircraft Information

- 2.1 The 100-hour inspection of the aircraft was conducted and certified on 7 October 2024 at 103.7 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 5 October 2025 or at 203.7 hours, whichever comes first.

2.2	The aircraft had a valid Authority-to-fly (ATF) Certificate that was issued by the Regulator on 30 January 2023 with an expiry date of 29 January 2025. The aircraft was airworthy when it was dispatched for the flight.
2.3	The Certificate of Registration (C of R) was issued to the present owner on 5 February 2021.
2.5	The pilot was aware that he needed to contact the farm owner in advance to communicate his arrival time; however, he failed to do so.
2.6	On the pilot questionnaire, the pilot stated that he saw the sheep on the ground, which was obscured by grass, about 50m to the left of RWY 10 threshold, and he did not identify any sheep ahead of the flight path; therefore, he continued to land the aircraft. The three sheep that ran across the runway must have been hidden by the grass and only appeared after hearing the aircraft's engine. The aircraft was travelling too fast for the pilot to swerve (avoid impacting the sheep).
<b>Probable Cause(s)</b>	
During landing, three sheep ran across the runway and collided with the aircraft; the sheep were fatally injured.	
<b>Contributing Factor(s)</b>	
None.	
<b>Safety Action(s)</b>	
None.	
<b>Safety Message and/or Safety Recommendation/s</b>	
None.	
<b>About this Report</b>	
<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>	
<b>Purpose</b>	
<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>	
<b>Disclaimer</b>	
<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**