

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number		CA18/2/3/10012																						
Classification	Accident	Date	16 June 2021	Time	0730Z																			
Type of Operation		Private (Part 94)																						
Location																								
Place of Departure		Eagles Creek, Gauteng Province	Place of Intended Landing		Parys Airfield (FAPY), Free State Province																			
Place of Incident		Parys Airfield (FAPY) Runway 06, Free State Province																						
GPS Co-ordinates	Latitude	S26°53'13.9"	Longitude	E027°30'19.1"	Elevation	4740ft																		
Aircraft Information																								
Registration		ZU-KGV																						
Model/Make		Composite Technology Short Wing (CTSW)																						
Damage to Aircraft		Substantial	Total Aircraft Hours		525.76																			
Pilot-in-command																								
Licence Valid		Yes	Gender	Male	Age	63																		
Licence Type		National Pilot Licence (Aeroplane)																						
Total Hours on Type		74.53	Total Flying Hours		427.31																			
People On-board	1+1	Injuries	0	Fatalities	0	Other (On Ground)	0																	
What Happened																								
<p>On 16 June 2021, a pilot and a passenger on-board a Composite Technology Short Wing (CTSW) aircraft with registration mark ZU-KGV took off on a private flight from Eagles Creek Airfield in Gauteng province to Parys Airfield (FAPY) in the Free State province. The pilot stated that during approach for landing and just before touch down, a wind shear drifted the aircraft to the left-side of Runway 06. On touch down, the aircraft veered off to the left of the runway before it came to a halt. The nose wheel gear and the propeller blades were damaged during the accident; there were no injuries reported.</p> <p>The weather information on the table below was provided by the pilot.</p> <table border="1" data-bbox="263 1899 1420 2049"> <tr> <td>Wind Direction</td> <td>310°</td> <td>Wind Speed</td> <td>-</td> <td>Visibility</td> <td>9999m</td> </tr> <tr> <td>Temperature</td> <td>12°C</td> <td>Cloud Cover</td> <td>CAVOK</td> <td>Cloud Base</td> <td>CAVOK</td> </tr> <tr> <td>Dew Point</td> <td>-</td> <td>QNH</td> <td>-</td> <td></td> <td></td> </tr> </table>							Wind Direction	310°	Wind Speed	-	Visibility	9999m	Temperature	12°C	Cloud Cover	CAVOK	Cloud Base	CAVOK	Dew Point	-	QNH	-		
Wind Direction	310°	Wind Speed	-	Visibility	9999m																			
Temperature	12°C	Cloud Cover	CAVOK	Cloud Base	CAVOK																			
Dew Point	-	QNH	-																					

The weather information on the table below was provided by the South African Weather Service (SAWS) for Parys Airfield (Gauteng) on 16 June 2021 at 0730Z.

Wind Direction	310°	Wind Speed	23Kts	Visibility	9999m
Temperature	18°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	01	QNH	1027		

Wind shear, by definition, is a variation of wind velocity along a direction at right angles to the wind's direction and tending to exert a turning force. The aircraft may have been subjected to a wind shear from the left as the pilot was in the process of landing the aircraft.

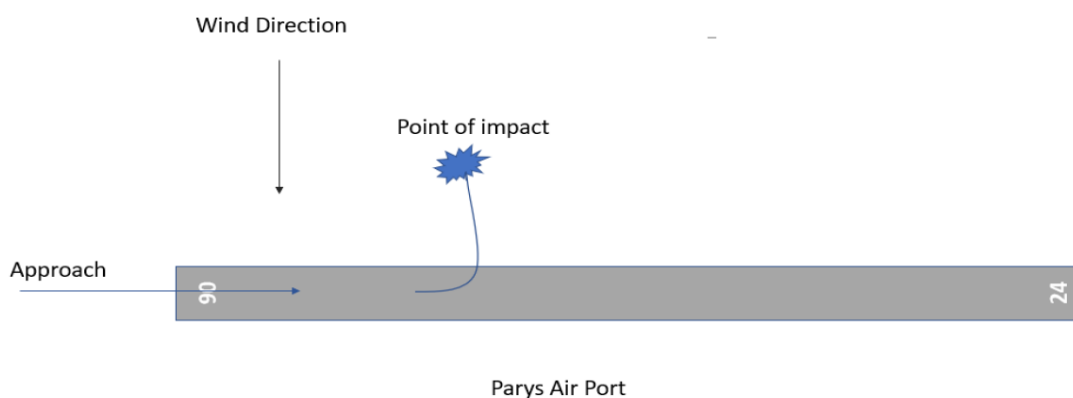


Diagram 1: Illustration of the accident area. (Source: Pilot)



Figure 1: File photo of ZU-KGV. (Source: AVCOM)

<p>Probable Cause:</p> <p>The pilot lost control of the aircraft due to an unstable approach which may have been caused by a wind shear condition during the landing process, resulting in the aircraft veering off to the left-side of the runway and the left wing impacting the ground and damaging the nose landing gear and propeller blades.</p>	
<p>Safety Action</p>	
<p>None.</p>	
<p>Safety Message and/or Safety Recommendation</p>	
<p>None.</p>	
<p>Purpose of the Investigation</p>	
<p><i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, 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>About this Report</p>	
<p><i>Decisions regarding whether to investigate, and the scope of an investigation are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, no 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 brief report. The report has been compiled using information supplied in the initial notification, as well as follow-up information 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 accident.</i></p> <p><i>This report provides an opportunity to share safety message/s in the absence of an investigation.</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>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**