



LIMITED ACCIDENT INVESTIGATION REPORT
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Reference Number		CA18/2/3/10020					
Classification	Accident	Date	3 July 2021	Time	0848Z		
Type of Operation	Commercial (Part 135)						
Location							
Place of Departure	O.R. Tambo International Airport (FAOR)			Place of Intended Landing	Lapalala Private Airstrip, Limpopo Province		
Place of Accident	Lapalala Private Airstrip, Limpopo Province						
GPS Co-ordinates	Latitude	23°53'8" S	Longitude	28°18'16" E	Elevation	3923 ft	
Aircraft Information							
Registration	ZS-JEM						
Model/Make	Cessna 208B						
Damage to Aircraft	Substantial			Total Aircraft Hours	14010.8		
Pilot-in-command							
Licence Valid	Yes	Gender	Female		Age	32	
Licence Type	Commercial Pilot Licence (Aeroplane)						
Total Hours on Type	±643.9			Total Flying Hours	2362.2		
People On-board	2+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday morning, 3 July 2021, two pilots and a third crew member on-board a Cessna 208B aircraft with registration marking ZS-JEM took off from Runway 03L at O.R. Tambo International Airport (FAOR), Gauteng province, to Lapalala private airstrip in Limpopo province. The flight was conducted under instrument flight rules (IFR) by day and under the provisions of Part 135 of the Civil Aviation Regulations (CAR) 2011 as amended. Clear weather conditions prevailed at the time of flight. The co-pilot, who was the pilot flying (PF), was in control of the aircraft from FAOR to Lapalala private airstrip. The PF was seated on the right-side of the aircraft and the pilot-in-command, who was the pilot monitoring (PM), was seated on the left-side of the aircraft. The flight from FAOR to Lapalala private airstrip was uneventful. After landing on Runway 03 at Lapalala private airstrip and during taxi, the PM asked the PF if low idle could be selected. The PF agreed; subsequently, the PM selected low idle while the PF commenced with positioning the aircraft for parking with the power lever set to idle. During positioning, the crew noted people (passengers)</p>							

standing in the parking area, as well as two vehicles parked to the north-west side of the aircraft parking area. Both the PM and PF were concerned about the proximity of the passengers and vehicles to the aircraft as it approached the parking area. To reduce risk of incident with the vehicles and/or the passengers, the PF made a wide left turn to position the aircraft away from the vehicles. During the execution of the left turn, the right-side wing tip impacted a tree on the runway edge, causing damage to the aircraft. The occupants were not injured.



Figure 1: Position of the aircraft after collision with the tree. (Source: Operator)



Figure 2: Damage on the right wing tip. (Source: Operator)

Probable Cause:

The co-pilot misjudged the aircraft’s proximity to the trees, resulting in the right-wing tip colliding with a tree during execution of a wide left turn whilst taxiing to the aircraft parking area.

Safety Action/s

Airport operator to remove the trees as they are very close to the runway.

Safety Messages

(1) To avoid injuries and damage to property, pilots are advised to always manoeuvre in confined spaces only when there is a wing walker monitoring each wing and tail of the aircraft where feasible; when not feasible, to rather stop on the runway until obstacles (vehicles or passengers) are removed.

(2) Operators are advised to incorporate a clear procedure which will give guidance to pilots on what to do when faced with situations as detailed in this report.

Purpose of the Investigation

*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.***

About this Report

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.

This report provides an opportunity to share safety message/s in the absence of an investigation.

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.

Disclaimer

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This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**