



<b>LIMITED ACCIDENT INVESTIGATION REPORT</b>
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<b>Reference Number</b>	CA18/2/3/10040						
<b>Classification</b>	Accident	<b>Date</b>	17 September 2021	<b>Time</b>	1730Z		
<b>Type of Operation</b>	Training (Part 91)						
<b>Location</b>							
Place of Departure	Grand Central Aerodrome (FAGC)			Place of Intended Landing	Grand Central Aerodrome (FAGC)		
Place of Accident	FAGC Runway 35, Gauteng Province						
GPS Co-ordinates	Latitude	25° 59' 6.74S	Longitude	028° 8' 24.5E	Elevation	5161 ft	
<b>Aircraft Information</b>							
Registration	ZS-ELH						
Model/Make	Piper PA-28-140						
Damage to Aircraft	Substantial			Total Aircraft Hours	7393.8		
<b>Pilot-in-command</b>							
Licence Type	Private Pilot Licence (PPL)	Gender	Male		Age	21	
Licence Valid	Yes						
Total Hours on Type	26.6			Total Flying Hours	150.7		
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
<b>What Happened</b>							
<p>On 17 September 2021 at approximately 1615Z, a Piper PA-28-140 aircraft with registration ZS-ELH took off from Grand Central Aerodrome (FAGC), routed to Grasmere Golf Alfa Victor beacon (GAV) and back (to FAGC) for hour building exercise. The pilot was the sole occupant during this flight which was conducted in Visual Flight Rules (VFR) by day and night.</p> <p>The pilot indicated that on his return, FAGC tower had closed for the day and there was no automatic terminal information services (ATIS) with weather information. The pilot then decided to tune in to the O.R. Tambo International Airport (FAOR) ATIS on frequency 126.2-Megahertz (MHz) which indicated that the wind was 090° at 15 knots (kt) (see Figure 1); the pilot thought the wind readings were acceptable. <i>The actual weather at the accident site indicated that the wind was from the east (98°) at 14 knots (kts) and gusting 24.5 kt, (see Figure 2).</i></p> <p>The pilot reported that on his arrival, there were two or more aircraft in the circuit, and they were using Runway (RWY) 35. He joined on the downwind and was number two in the circuit. The aircraft ahead of him landed safely. The (accident) pilot stated that during final approach, the controls felt stiff and the nose was pointing slightly to the left. He also indicated that the aircraft felt like it was sinking rapidly. During landing, the aircraft touched down hard and bounced after the right wing made contact with the ground. During the second touchdown, the propeller struck the</p>							

ground and the aircraft veered off to the left-side and exited the runway. The aircraft came to a stop 5 metres from the left of the runway's edge.

**What was found:**

The aircraft training organisation (ATO) Student Training Manual states that students training towards their Private Pilot Licence (PPL) shall not operate an aircraft if the crosswind component is greater than 15kt. Students with PPL land at their own discretion.

The actual gusting wind at FAGC was more than the prevailing wind at FAOR and it also exceeded the manufacturer's and the ATO's maximum recommended crosswind of 15 knots.

This was a hire-to-fly exercise and the pilot had a valid PPL; therefore, the 15kt maximum crosswind did not apply to him.

<b>Station:</b> <u>FAOR</u>
<b>Date:</b> 2021-09-17
FAOR 171700Z 14005KT CAVOK 17/M02 Q1024 NOSIG=
FAOR 171730Z 09015KT 050V110 CAVOK 16/05 Q1024 NOSIG=
FAOR 171800Z 08016KT CAVOK 14/05 Q1025 NOSIG=

**Figure 1:** FAOR weather on the day of the accident. (Source: SAWS)

Time (SAST)	Temp	Wind Dir	Wind Speed	Gust Dir	Gust Speed
7:30:02 PM	16.11°C	98°	14.11 kts	109°	24.59 kts

**Figure 2:** FAGC weather information at approximately 1730Z. (Source: FAGC Weather)



**Figure 3:** Damage to the right-side wing tip.



**Figure 4:** The damaged propeller.

**Probable cause:**

The pilot lost control of the aircraft during landing due to excessive gusting wind that resulted in the aircraft landing hard, bouncing, and veering off to the left-side of the runway; lost directional control on landing and poor technique.

**Safety Action**

Post-accident, the pilot was advised by his ATO not to hesitate to initiate a go-around. Moreover, the ATO committed to intensify go-around training for pilots.

**Safety Message and/or Safety Recommendation/s**

None.

**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**

*This report is produced without prejudice to the rights of the AIID, which are reserved.*

**This report is issued by:**

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