



Section/division Accident and Incident Investigations Division

Form Number: CA 12-57

LIMITED ACCIDENT INVESTIGATION REPORT

Classification Accident Date 31 July 2021 Time 1140Z Type of Operation Private (Part 94) Interval Interval <th>Reference Numb</th> <th>oer</th> <th>CA18/2/</th> <th>3/10085</th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>	Reference Numb	oer	CA18/2/	3/10085									
Location Place of Departure Drakensberg Gardens Aerodrome (FADZ), KwaZulu-Natal Province Place of Intended Landing Barkley East (FABF), Eastern Cape Province Place of Accident Barkley East Aerodrome Eastern Cape Province GPS Co-ordinates Latitude S 30°58°12.08" Longitude E 027°36′44.48" Elevation 5676 feet Aircraft Information ZU-DAS Longitude E 027°36′44.48" Elevation 5676 feet Model/Make Bushbaby, Kit Planes for Africa (Serial no. 38) Total Aircraft Hours 734.0 734.0 Pilot-in-command Licence (ATPL) Gender Male Age 32 Licence Valid Yes Total Flying Hours 5637.3 5637.3 People 1 + 0 Injuries 0 Fatalities 0 Other (on ground) 0 What Happened I + 0 Injuries 0 Fatalities 0 Other (on ground) 0	Classification Acc		ident Da			31 July 20	21	Tim	Time		1140Z		
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On 31 July 2021 at approximately 1140Z, a pilot on-board a Bushbaby aircraft with registration ZU-	what Happened												
DAS took off from Drakensberg Gardens (FADZ), KwaZulu-Natal province, to Barkley East (FABF), Eastern Cape province. This was a private flight conducted under visual meteorological conditions by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended. The pilot reported that on arrival at FABF, he completed two runway inspections in preparation for	DAS took off fro Eastern Cape p by day and un amended.	m D rovir der	rakensbence. This the prov	erg Garden was a priv isions of I	is (FAE /ate flig Part 94	DZ), KwaZu ght conduct 4 of the C	lu-Nata ed und ivil Avia	l provin er visua ation R	ice, to al met egula	Barkle teorolog tions (ey Eas gical (CAR)	st (F/ cond) 201	ABF), itions 1 as

The pilot reported that on arrival at FABF, he completed two runway inspections in preparation for landing on Runway 36. During the landing roll on the grass runway, the aircraft veered off to the left-side (of the runway). The pilot shut down the engine whilst the aircraft was veering off to the left-side. As the aircraft veered off, the left wheel ran over a shallow ditch, which caused the aircraft to tilt forward and the stationery propeller to contact the ground.



Figure 1: The damaged propeller. (Source: Pilot)

Post-accident inspection revealed the following damages:

- The aircraft was damaged during the accident sequence at (FABF) and was recovered to New Tempe for repairs.
- The left- and right-side main landing gear axles were bent due to the aircraft running over a ditch, and the propeller was also damaged.
- The last annual inspection was carried out on 3 May 2021 at 719.2 hours and the aircraft
 was flown a further 14.8 hours since the last annual inspection. The bent left- and right-side
 main landing gear axles were removed and replaced with new ones. The right-side wheel
 assembly was found to be unserviceable; it was removed and replaced with a new one; the
 tyre was fitted to the new wheel assembly and balanced; the brake system was topped up
 and bled.

Probable Cause:

The aircraft veered off to the left-side of the runway; the left wheel ran over a shallow ditch which caused the aircraft to tilt forward and the stationery propeller to contact the ground.

Safety Action

None.

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**.

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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