

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/2/3/10085						
Classification	Accident	Date	31 July 2021	Time	1140Z		
Type of Operation	Private (Part 94)						
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						
GPS Co-ordinates	Latitude	S 30°58'12.08"	Longitude	E 027°36'44.48"	Elevation	5676 feet	
Aircraft Information							
Registration	ZU-DAS						
Model/Make	Bushbaby, Kit Planes for Africa (Serial no. 38)						
Damage to Aircraft	Substantial		Total Aircraft Hours	734.0			
Pilot-in-command							
Licence Type	Airline Transport Pilot Licence (ATPL)		Gender	Male	Age	32	
Licence Valid	Yes						
Total Hours on Type	42.6		Total Flying Hours	5637.3			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 31 July 2021 at approximately 1140Z, a pilot on-board a Bushbaby aircraft with registration ZU-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.</p> <p>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.</p>							



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.***

About this Report	
<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>	
Disclaimer	
<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**