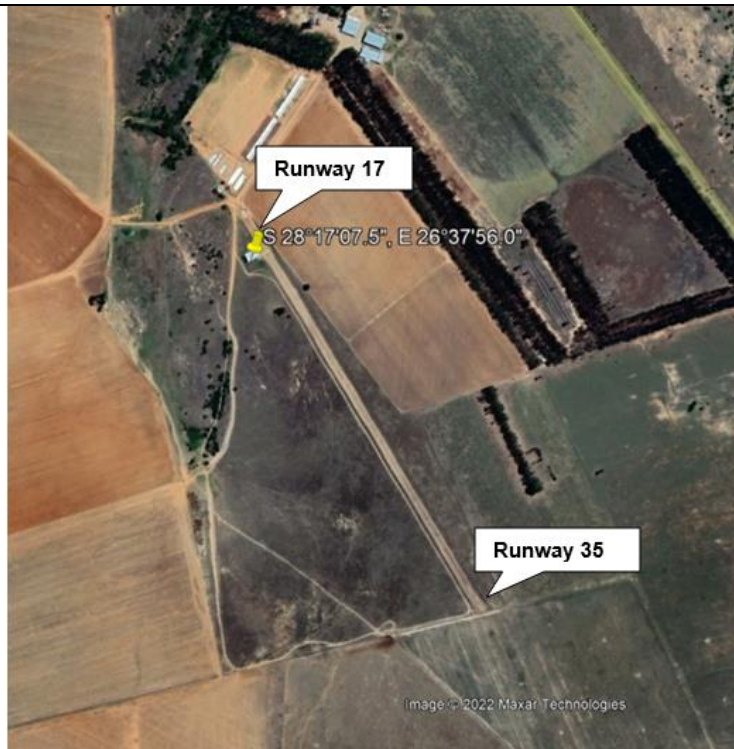




<b>LIMITED ACCIDENT INVESTIGATION REPORT</b>
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<b>Reference Number</b>		CA18/2/3/10092					
<b>Classification</b>	Accident	<b>Date</b>	12 November 2021		<b>Time</b>	1115Z	
<b>Type of Operation</b>		Private (Part 91)					
<b>Location</b>							
Place of Departure		Kiesmet, Theunissen Farm, Free State Province		Place of Intended Landing		Mooipan Farm, Free State Province.	
Place of Accident		Private Airstrip near Mooipan Farm, Free State Province					
GPS Co-ordinates		Latitude	28°17'07.5"S	Longitude	26°37'56.0"E	Elevation	1398 feet
<b>Aircraft Information</b>							
Registration		ZS-MDO					
Model/Make		Piper 25-235 (Serial Number: 25-7556025)					
Damage to Aircraft		Substantial		Total Aircraft Hours		4 146.3	
<b>Pilot-in-command</b>							
Licence Type		Commercial Pilot Licence (CPL)		Gender		Male Age: 38	
Licence Valid		Yes					
Total Hours on Type		577.70		Total Flying Hours		1571.70	
People On-board		1 + 0	Injuries	0	Fatalities	0	Other (on ground) 0
<b>What Happened</b>							
<p>On 12 November 2021 at about 1059Z, a pilot on-board a PA-25-235 aircraft with registration ZS-MDO took off on a repositioning flight from Kiesmet farm airstrip in Theunissen in the Free State province, to land at Mooipan farm airstrip, in the same province. The flight was conducted under visual flight rules (VFR) by day and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot reported that after he had landed the aircraft on Runway (RWY) 35 at Mooipan farm airstrip, he turned the aircraft around and taxied at a very slow speed of approximately 5 – 10 knots to the hangar. Approximately 75 metres from reaching the hangar, a gusty wind pushed the tail of the aircraft causing it to veer sharply to the left of the RWY. The pilot reported that he attempted to correct the aircraft by pressing on the brakes, but the wind was too strong; it caused the pilot to lose control of the aircraft and the right wing to collide with the fence which was approximately 2 metres from the RWY edge.</p>							



**Figure 1:** Mooipan Farm airstrip. (Source: Google Earth)

The fabric on the wing was damaged. The right wing went over the fence while the left wing dropped; and the fabric on the left-wing tip was also damaged.

The aircraft sustained damage to the left-side wing tip and the right-side wing fabric. The pilot was not injured during the accident.



**Figure 2 and 3:** Damage on the left wing (left picture); damage on the right wing (right picture). (Source: Operator)

Following the accident, the AMO reported that the aircraft's wings were removed from the aircraft to be repaired. The wings were repaired and reinstalled to the aircraft.

#### **What was found:**

- According to the Accident and Incident Investigations Division (AIID) records, the pilot was involved in an accident on 3 November 2021. The pilot was conducting a crop-spraying operation at the time of the accident. The pilot aborted take-off due to unstable take-off roll. The accident occurred nine days prior to this accident.

The aircraft's maximum crosswind component is 15 knots. (Source: Darling Downs Soaring Club, [DDSC] Pawnee 235 SWR Flying Notes, Page 4, Rev 1, 10 Nov 2003)



**Figure 4:** Crosswind component.

According to the South African Weather Service, the weather at Welkom Aerodrome (FAWM) on 12 November 2021 around 1100Z was as follows: Wind: 260° at 14kts gusting 24kts; Temperature: 32°C; Due point: -01°C and QNH: 1016hPa. The aircraft was exposed to a crosswind of 25kts (see Figure 4). FAWM is approximately 17 nautical miles (NM) south-west of the accident site.

**Probable Cause:**

The aircraft experienced a sudden gust of wind during a low taxi speed which pushed the aircraft to the left of the RWY, causing the pilot to lose control and the aircraft to impact the fence.

**Safety Action/s**

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**

*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**