



LIMITED ACCIDENT INVESTIGATION REPORT
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Reference Number	CA18/2/3/10126					
Classification	Accident	Date	26 February 2022	Time	0740Z	
Type of Operation	Training Flight (Part 141)					
Location						
Place of Departure	Rhino Park Aerodrome, Gauteng Province		Place of Intended Landing	Rhino Park Aerodrome, Gauteng Province		
Place of Accident	On the edge of Runway 27 at Rhino Park Aerodrome, Gauteng Province					
GPS Co-ordinates	Latitude	S 25°49'57.24"	Longitude	E 028°32'39.25"	Elevation	4 760 feet
Aircraft Information						
Registration	ZU-IKG					
Model/Make	Jabiru J430 (Serial Number: 913)					
Damage to Aircraft	Substantial		Total Aircraft Hours	1 498.6		
Pilot-in-command						
Licence Type	Commercial Pilot Licence (CPL) Aeroplane	Gender	Male		Age: 26	
Licence Valid	Yes					
Total Hours on Type	10.7		Total Flying Hours	609.3		
People On-board	2 + 0	Injuries	0	Fatalities	0	Other (on ground) 0
What Happened						
<p>On 26 February 2022 at approximately 0645Z, an instructor and a student pilot on-board a Jabiru J430 aircraft with registration ZU-IKG took off from Runway 27 at Rhino Park Aerodrome with the intention to land back at the same aerodrome. The purpose of the flight was to conduct circuit training towards a conversion to a Jabiru J430 aircraft. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The student pilot was the pilot flying. Take-off from Runway 27 at an airspeed of approximately 70 knots was uneventful. The student pilot reported that he had successfully performed one <i>simulated glide approach</i> and one <i>engine failure after take-off procedure</i>. Thereafter, he completed two normal circuit-and-landing exercises.</p>						



Figure 1: The pond at the threshold of Runway 27. (Source: Google Earth)

On the third circuit whilst on final approach, the student pilot stated that he felt the aircraft sink, which was more pronounced than usual; as a result, the instructor took over the control of the aircraft and tried to increase throttle, but it was a little late. The aircraft's main landing gear impacted the edge of the runway hard, causing damage to the left main landing gear. The instructor and the student pilot were not injured during the accident sequence. The student pilot stated that the flight lasted approximately 54 minutes.

During an interview with the instructor, he mentioned that the pond near the threshold of Runway 27 gives a 'sinking' sensation whenever pilots fly over it before touchdown.

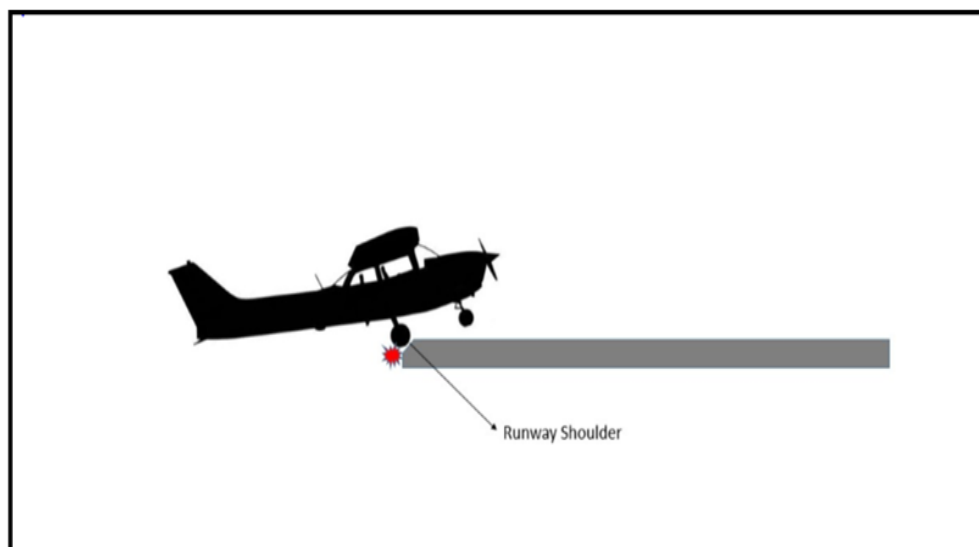


Illustration 1: A representation of the accident aircraft's main landing gear impacting the beginning of the runway. (Source: Pilot)



Figure 2: Damage on the left main landing gear strut. (Source: Pilot)

What was found:

- The instructor was initially issued a Commercial Pilot Licence (CPL) Aeroplane on 3 August 2021 with an expiry date of 31 July 2022. The instructor had a Grade III rating issued on 1 February 2022 with an expiry date of 28 February 2023. The instructor had accumulated a total of 25.5 hours as an instructor for single engine aircraft. The aircraft type was endorsed on his licence. The instructor was issued a Class 1 medical certificate on 16 April 2021 with an expiry date of 30 April 2022 with no restrictions.
- The student pilot was initially issued a Private Pilot Licence (PPL) Aeroplane on 19 December 2019 with an expiry date of 30 November 2022. He was issued a Class 2 medical certificate on 20 March 2019 with an expiry date of 31 March 2024 with no restrictions. The student pilot had accumulated a total of 126.2 hours of which 3.8 hours were on the aircraft type.
- The annual inspection of the aircraft was carried out on 14 January 2022 at 1476.0 airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 17 January 2022 with an expiry date of 17 January 2023 or at 1576.0 airframe hours, whichever occurs first unless the aircraft is involved in an accident or becomes unserviceable.
- The aircraft was issued an Authority to Fly (ATF) on 29 February 2020 with an expiry date of 28 February 2022.
- According to the pilot, the weather on the day was as follows:
Surface wind: 300°/08kts; temperature: 29°C; dew point: 13°C; Visibility: 10km+; Cloud cover: 0/8.

Probable cause	
<ul style="list-style-type: none"> The aircraft was shallow on approach just before landing, which resulted in the main landing gear impacting the edge of the runway. 	
Safety Action/s	
None.	
Safety Message and/or Safety Recommendation/s	
None.	
Purpose of the Investigation	
<p><i>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.</i></p>	
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**