



LIMITED ACCIDENT INVESTIGATION REPORT
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Reference Number		CA18/2/3/10150					
Classification	Accident	Date	1 May 2022	Time	1500Z		
Type of Operation		Private (Part 91)					
Location							
Place of Departure		Goedehoop Farm Private Airstrip, Free State Province		Place of Intended Landing		Goedehoop Farm Private Airstrip, Free State Province	
Place of Accident		Goedehoop Farm Private Airstrip, 6nm south-west of Koppies, Free State Province					
GPS Co-ordinates	Latitude	S27°20'01.1"	Longitude	E027°34'05.4"	Elevation	4584ft	
Aircraft Information							
Registration		ZS-FYH					
Model/Make		Piper PA28-180 (Serial Number: 28-5301)					
Damage to Aircraft		Substantial		Total Aircraft Hours		3088.57	
Pilot-in-command							
Licence Valid		Yes	Gender	Male	Age	30	
Licence Type		Private Pilot Licence (Aeroplane)					
Total Hours on Type		63.4		Total Flying Hours		118.9	
People On-board	1 + 3	Injuries	2	Fatalities	0	Other (On Ground)	0
What Happened							
<p>On Sunday, 1 May 2022, a pilot accompanied by three passengers on-board a Piper PA28-180 aircraft with registration ZS-FYH took off on a private flight from Goedehoop Farm Private Airstrip situated south-west of Koppies, Free State province, with the intention to return to the same take-off airstrip. The flight was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The take-off from Goedehoop Farm Private Airstrip Runway 21 (RWY21) was uneventful. The short flight around the farm lasted about 30 minutes, and the aircraft landed back on the gravel airstrip (RWY21) after an approach of approximately 80 knots with a light wind of less than 2 knots. The pilot reported that he lost directional control during the landing roll and the aircraft veered off to the left-side of the gravel runway before coming to rest in a ditch.</p> <p>The pilot and one passenger were injured and were transported to the hospital; the other two passengers were unharmed. The aircraft sustained damages to the landing gear, propeller, fuselage and left wing during the accident.</p>							



Figure 1: The accident site. (Source: Pilot)

What was found

- The last mandatory periodic inspection (MPI) prior to the accident flight was certified on 15 December 2021 at 3088.57 airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 15 December 2021 with an expiry date of 14 December 2022 or at 3188.57 hours, whichever occurs first.
- The aircraft had a Certificate of Airworthiness (CoA) which was initially issued on 9 June 2014 with an expiry date of 30 June 2022. The Certificate of Registration was issued on 10 October 2014 to the current owner.
- The pilot was initially issued a Private Pilot Licence (PPL) Aeroplane on 19 April 2017. The licence was reissued to the pilot on 14 March 2022 with an expiry date of 31 March 2024. The Piper PA28 aircraft type was endorsed on his licence. The pilot was also issued a Class 2 medical certificate on 23 August 2019 with an expiry date of 31 August 2024 with no restrictions.

- Approach and Landing Procedure for the Piper PA28 (Source: Pilot's Operating Handbook):

APPROACH AND LANDING

Before landing check list:

1. Fuel - on proper tank
2. Electric fuel pump - ON
3. Mixture - set
4. Flaps - set (115 MPH MAX)
5. Seat belts - fastened

The airplane should be trimmed to an approach speed of about 85 MPH with flaps up. The flaps can be lowered at speeds up to 115 MPH, if desired, and the approach speed reduced 3 MPH for each additional notch of flaps. Carburetor heat should not be applied unless there is an indication of carburetor icing, since the use of carburetor heat causes a reduction in power which may be critical in case of a go-around. Full throttle operation with heat on is likely to cause detonation.

- The pilot reported that during finals, the aircraft speed was at 80 knots (92 miles per hour). It is a requirement in accordance with (IAW) the Pilot's Operating Handbook (POH) that the approach speed be at 73 knots (85 miles per hour).

Probable cause:

The aircraft was unstable on final approach, which resulted in the pilot losing directional control of the aircraft after touchdown.

Safety Actions

None.

Safety Recommendation

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
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This report is issued by:

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