

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/2/3/10151					
Classification	Accident	Date	2 May 2022	Time	0843Z	
Type of Operation	Private (Part 94)					
Location						
Place of Departure	Springs Aerodrome (FASI) Gauteng Province		Place of Intended Landing	Springs Aerodrome (FASI) Gauteng Province		
Place of Accident	Runway 03 at Springs Aerodrome					
GPS Co-ordinates	Latitude	S26°14' 57.05"	Longitude	E 28° 23' 50"	Elevation	5337 ft
Aircraft Information						
Registration	ZU-DPD					
Make/Model	Jabiru J450 (Serial Number: 194)					
Damage to Aircraft	Substantial		Total Aircraft Hours	907.3		
Pilot-in-command						
Licence Valid	Yes	Gender	Male	Age	62	
Licence Type	Private Pilot Licence (PPL) Aeroplane					
Total Hours on Type	13.4		Total Flying Hours	133.7		
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (On Ground) 0
What Happened						
<p>On Monday morning, 2 May 2022, a pilot and a passenger on-board a Jabiru J450 aircraft with registration ZU-DPD took off on a private flight from Springs Aerodrome (FASI) to Cullinan, both in Gauteng province, with the intention to return to FASI. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot stated that the flight to Cullinan was uneventful. Later, upon returning to FASI and during the landing roll on Runway 03, the aircraft veered off to the left-side. The pilot corrected this by depressing (applying) the right rudder pedal to bring the aircraft back to the centreline. However, when the aircraft was on the runway centreline, it veered off to the left again and, this time, the pilot lost control of the aircraft. The pilot then pulled the park brake with the intention to bring the aircraft to a stop, but without success. The aircraft continued to veer off to the left of the runway and onto a water runoff point/area (see Figure 2). During this process, the nose gear strut broke off due to</p>						

overload and the propeller struck the ground before the aircraft came to a stop on the left-side of the runway. The pilot switched off the master and, together with the passenger, disembarked the aircraft unaided.

The pilot and the passenger were not injured during the accident sequence, whilst the aircraft sustained substantial damage.



Figure 1: The aircraft without the nose gear strut after it was recovered. (Source: Pilot)



Figure 2: Water runoff point. (Source: Pilot)



Figure 3: Damaged propeller blades. (Source: Pilot)

What was found:

- The pilot was issued a Private Pilot Licence (PPL) Aeroplane on 30 August 2016. His last validation was certified on 10 June 2021 with an expiry date of 30 June 2023. The aircraft type was endorsed on his licence. His Class 2 medical certificate was issued on 11 October 2021 with an expiry date of 31 October 2022 with a restriction to wear suitable corrective lenses.
- The last annual inspection of the aircraft prior to the accident flight was certified on 10 December 2021 at 893.9 airframe hours. The aircraft was flown a further 13.4 hours since the last annual inspection. The aircraft was issued a Certificate of Release to Service (CRS) on 10 December 2021 with an expiry date of 10 December 2022 or at 993.9 hours of flight time, whichever occurs first unless the aircraft is involved in an accident or becomes unserviceable.
- The aircraft was initially issued an Authority to Fly (ATF) on 30 January 2020. The current ATF is due to expire on 31 January 2023.

- Post-accident, an approved person (AP) tested the operation of the rudder pedal, and it operated normally.
- The passenger inadvertently kept his foot on the left rudder pedal after landing.
- No prior defects on the aircraft were reported or noted on the flight folio prior to or during the accident flight.

Probable cause

Loss of directional control of the aircraft during landing on the runway.

Contributing factor

The passenger inadvertently kept his foot on the left rudder pedal after landing.

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

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**