LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/2/3/10170										
Classification	Accident		**Date**	2 June 2022		**Time**	0630Z				
Type of Operation	Training (Part 141)										
Location											
Place of Departure	Durban Skydive Airfield, KwaZulu-Natal Province			Place of Intended Landing		Durban Skydive Airfield, KwaZulu-Natal Province					
Place of Accident	Right-side of Runway 01 at Durban Skydive Airfield, KwaZulu-Natal Province										
GPS Co-ordinates	Latitude	S 29°49'40.6"		Longitude	E 30°30'22.1"		Elevation	2295 ft			
Aircraft Information											
Registration	ZU-JXF										
Make/Model	Bushbaby Safari (Serial Number: 143-10-08-SAF)										
Damage to Aircraft	Substantial			Total Aircraft Hours		532.4					
Pilot-in-command											
Licence Valid	Yes		Gender		Male		Age	43			
Licence Type	National Pilot Licence (NPL)										
Total Hours on Type	233.0			Total Flying Hours		256.4					
People On-board	2 + 0	Injuries	0	Fatalities	0	Other (On Ground)	0				
What Happened											

On 2 June 2022, an instructor and a student pilot on-board a Bushbaby Safari aircraft with registration ZU-JXF were engaged in a simulated engine failure training flight at Durban Skydive Airfield in KwaZulu-Natal when the accident occurred. The flight was conducted in visual meteorological conditions (VMC) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.

The instructor stated that they lined up to land on Runway 01 for a simulated engine failure landing exercise with the student pilot on the controls. The aircraft was too high for the student pilot to initiate the flare, and he missed the touchdown point. As there was limited runway available to conduct a safe landing, the instructor requested the student pilot to initiate a go-around, which the student pilot acknowledged. When the aircraft started to pitch up, a sudden crosswind from the left caused the student pilot to lose control. The instructor took back control of the aircraft, but it was too late as the aircraft had entered a stall. The aircraft lost height and bounced with its right landing

gear; it then touched down with the nose gear first, followed by the propeller striking the ground as it veered off the runway before it came to a stop on the right-side of it (runway). The aircraft made a 180° turn to face the opposite direction of landing.

Figure 1: Aerial view of the accident site. (Source: Google Earth)

Figure 2: The aircraft after the accident. (Source: Pilot)

What was found:

- The instructor was issued a National Pilot Licence (NPL) on 22 November 2021 with an expiry date of 21 November 2023. His Class 4 medical certificate was issued on 30 September 2021 with an expiry date of 30 September 2024, and with no medical restrictions.

- The instructor was issued a Light Sport Aircraft (LSA) Instructor Grade C on 31 March 2022 with an expiry date of 30 March 2024. The aircraft type was endorsed on his licence.

- The student pilot was issued a Private Pilot Licence (PPL) Aeroplane on 23 September 2021 with an expiry date of 30 September 2022. His Class 2 medical certificate was issued on 15 January 2020 with an expiry date of 31 January 2025, and with no medical restrictions.

- The last annual inspection carried out on the aircraft prior to the accident flight was on 9 February 2022 and was certified at 460.1 airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 9 February 2022 with an expiry date of 29 November 2022 or at 561.0 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 1 November 2019. The current ATF had an expiry date of 30 November 2022.

- The flight school was issued an Approved Training Organisation (ATO) certificate on 27 February 2022 with an expiry date of 28 February 2023.

- The closest weather station to the accident site was Pietermaritzburg Airport (FAPM). The weather conditions were as follows:

  FAPM 020600Z AUTO 25003KT //// // ////// 08/05 Q1029=

  FAPM 020700Z 25003KT CAVOK 13/05 Q1029=

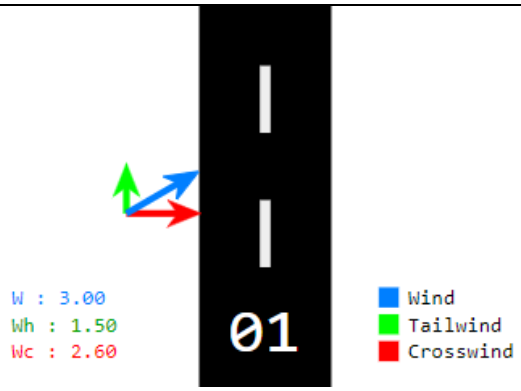

Figure 3: The crosswind component as per the weather report. (Source: https://e6bx.com)

- The maximum crosswind during take-off is 15 knots (kts) for the aircraft type.

Probable cause:

The aircraft was flared too high and it stalled, resulting in loss of height and control before it bounced and veered off to the right of the runway.

Safety Action

None.

Safety Message

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