

**LIMITED INCIDENT INVESTIGATION**

<b>Reference Number</b>	CA18/3/2/1346						
<b>Classification</b>	Incident	<b>Date</b>	6 June 2021	<b>Time</b>	1320Z		
<b>Type of Operation</b>	Private (Part 91)						
<b>Location</b>							
<b>Place of Departure</b>	New Tempe Airfield (FATP)	<b>Place of Intended Landing</b>	George Airport (FAGG)				
<b>Place of Incident</b>	Private farm, 6km from Sedgefield, Western Cape Province						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	S 33°57'55."	<b>Longitude</b>	E 22°48'50"	<b>Elevation</b>	666ft	
<b>Aircraft Information</b>							
<b>Registration</b>	ZS-VYM						
<b>Model/Make</b>	Fairchild 24R 46A						
<b>Damage to Aircraft</b>	Minor	<b>Total Aircraft Hours</b>	988				
<b>Pilot-in-command</b>							
<b>Licence Valid</b>	Yes	<b>Gender</b>	Male	<b>Age</b>	44		
<b>Licence Type</b>	Private Pilot Licence (Aeroplane)						
<b>Total Hours on Type</b>	35		<b>Total Flying Hours</b>	211			
<b>People On-board</b>	1+0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (On Ground)</b>	0
<b>What Happened</b>							

On 6 June 2021, a Fairchild 24R 46A aircraft with registration ZS-VYM was en route to George Airfield (FAGG) from New Tempe Airfield (FATP). The pilot was the sole occupant on-board the aircraft.

About 21 nautical miles (nm) from FAGG, the pilot heard the engine run rough and, subsequently, experienced a slight loss of power. He decided to execute a precautionary landing on an open field, a private farm in Sedgefield located about 6nm from Leppan Airfield. The aircraft landed safely with no damages, and the pilot was not injured during the landing phase. Upon landing, the pilot had just under half-a-tank of fuel remaining, according to his fuel gauge.

According to the aircraft logbook, the aircraft engine was overhauled on 6 July 2018 at 731.0 airframe hours by an approved person. The aircraft is a former military aircraft and its maintenance

information and overhaul history was held back. Available manuals for this aircraft did not show any specific hours for overhaul as well as time between overhauls. The overhaul of 6 July 2018 was the only overhaul that the (current) owner carried out on the aircraft engine after acquiring it. The aircraft had an annual inspection carried out on 22 July 2020 at 958.1 hours by an approved person and was flown 29.9 hours before the incident date. Post-incident inspections were carried out in George (Western Cape) by an approved person and they revealed that the engine had a hole on the number five-cylinder wall, which was attributed to the rough running engine and loss of power.

**Probable cause:**

The engine ran rough and lost power due to a hole on the number five-cylinder.



**Figure 1:** The aircraft as it came to rest post-incident.



**Figure 2:** Gauge showing fuel remaining after the incident.



**Figure 3:** Hole on engine cylinder.

**Safety Action/s**

None.	
<b>Safety Message and/or Safety Recommendation/s</b>	
None.	
<b>Purpose of the Investigation</b>	
<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 <b>not to apportion blame or liability</b>.</i>	
<b>About this Report</b>	
<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>	
<i>This report provides an opportunity to share safety message/s in the absence of an investigation.</i>	
<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>	
<b>Disclaimer</b>	
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>	

**This report is issued by:**

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