



LIMITED INCIDENT INVESTIGATION REPORT
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Reference Number		CA18/3/2/1348					
Classification	Incident	Date	13 June 2021	Time	1348Z		
Type of Operation		Private (Part 94)					
Location							
Place of Departure	Inungi farm airstrip in Kokstad, KwaZulu-Natal Province		Place of Intended Landing	Inungi farm airstrip in Kokstad, KwaZulu-Natal Province			
Place of Accident	Inungi farm airstrip in Kokstad, KwaZulu-Natal Province						
GPS Co-ordinates	Latitude	S30° 33' 03.9"	Longitude	E29° 25' 33.4"	Elevation	4 340 feet	
Aircraft Information							
Registration	ZU-TGH						
Model/Make	Jabiru J170						
Damage to Aircraft	Substantial		Total Aircraft Hours	38.9			
Pilot-in-command							
Licence Valid	Yes	Gender	Male	Age	64		
Licence Type	National Pilot Licence						
Total Hours on Type	8.1		Total Flying Hours	147.1			
People On-board	1 + 1	Injuries:	0	Fatalities:	0	Other (On Ground)	0
What Happened							
<p>On Sunday, 13 June 2021, the pilot accompanied by a passenger on-board a Jabiru J170 light-sport aircraft with registration ZU-TGH were on a private flight from Inungi farm airstrip in Kokstad, KwaZulu-Natal Province, with the intention to return to the same airstrip. The flight was conducted under Visual Meteorological Conditions (VMC) by day. According to the pilot, the weather was favourable for the flight and the temperature was 19°C. Before the flight, the pilot carried out a pre-flight inspection of the aircraft, and all was normal. The aircraft had 85 litres of Avgas LL100 fuel in the tanks and the flight folio had no defects. The engine was started without struggle and take-off was from the grass-covered Runway 34 (450 metres in length), which was uneventful. Upon their return to the airstrip after one hour, the pilot carried out a good touch-and-go landing on Runway 34. Thereafter, the pilot flew a circuit and, during the landing roll at 45 knots ground speed, the aircraft veered off to the left of the runway. The pilot tried to correct the deviation by applying right rudder, but he was unsuccessful. The aircraft exited the runway and the nose gear wheel ran over</p>							

a ditch. The nose gear strut broke off due to overload and the propeller blades struck the ground. The aircraft skidded for about eight metres before coming to a halt.

The pilot switched off the master before he and the passenger disembarked the aircraft. The aircraft sustained substantial damage to the nose gear strut and the propeller blades. No injuries were reported; and the pilot reported no mechanical malfunctions or failure of the steering and/or the brake system that would have prevented normal rudder pedals operation.



Figures 1 & 2: The final resting position of the aircraft (right picture); and a broken nose gear strut and wheel assembly (left picture). (Source: Pilot)



Figure 3: The rear side picture of the aircraft and the ditch that the nose wheel ran over. (Source: Pilot)

The cause of the incident was due to the pilot losing directional control of the aircraft during the

landing roll, resulting in the aircraft veering off to the left of Runway 34.
Safety Action/s
None.
Safety Message and/or Safety Recommendation/s
None.
Purpose of the Investigation
<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>
About this Report
<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>
Disclaimer
<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**