

LIMITED SERIOUS INCIDENT INVESTIGATION REPORT

Reference Number	CA18/3/2/1349						
Classification	Serious Incident	Date	11 June 2021	Time	1100Z		
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Kagga Kamma private airstrip, Western Cape Province		Place of Intended Landing	Robertson Airfield (FARS), Western Cape Province			
Place of Occurrence	Kagga Kamma private airstrip						
GPS Co-ordinates	Latitude	S 32°44'03"	Longitude	E 019°32'28"	Elevation	3494 ft	
Aircraft Information							
Registration	ZS-PLU						
Model/Make	Cessna C152						
Damage to Aircraft	Minor		Total Aircraft Hours	11145.2			
Pilot-in-command							
Licence Type	Private Pilot Licence		Gender	Male	Age	63	
Licence Valid	Yes						
Total Hours on Type	91		Total Flying Hours	91			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (On ground)	0
What Happened							
<p>On Friday 11 June 2021, the pilot accompanied by a passenger on-board a Cessna C152 aircraft with registration ZS-PLU was taxiing towards the holding point of Runway 36 at Kagga Kamma private airstrip, with the intention to conduct a private flight to Robertson Airfield (FARS). The flight was to be conducted under Visual Flight Rules (VFR) by day with no flight plan filed.</p> <p>The pilot reported that whilst taxiing, the aircraft's propeller struck a large stone which was used as an aircraft chock on the parking area. The pilot then shut down the engine and pushed the aircraft back to the parking bay. The aircraft sustained damage to the propeller. There were no reported injuries during the serious incident.</p>							



Figure 1: The aircraft at the parking bay with damage to the propeller. (Source: Pilot)

Probable cause:

The pilot used a large stone as a chock and failed to remove it before commencing his flight.

Safety Action/s

None.

Safety Message/s and/or Safety Recommendation/s

1. Pilots are encouraged to always conduct a thorough safety pre-flight inspection to ensure that the area around the aircraft is clear of any obstacles before each flight.
2. Pilots and owners are urged to use equipment supplied by the manufacturer in securing the aircraft and to ensure the removal, thereof, before commencing with flight; as well as observing the environment in which the aircraft is parked.

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**