

LIMITED INCIDENT INVESTIGATION REPORT

Reference Number		CA18/2/3/1352					
Classification	Incident	Date	5 July 2021		Time	1330Z	
Type of Operation		Private (Part 94)					
Location							
Place of Departure		Mossel Bay Airport (FAMO), Western Cape Province		Place of Intended Landing		Port Elizabeth Airport (FAPE), Eastern Cape Province	
Place of Incident		Seaview Airfield (FAEW), Eastern Cape Province					
GPS Co-ordinates	Latitude	34°00'09.0" S	Longitude	025°21'10.0" E	Elevation	280ft	
Aircraft Information							
Registration		ZU-WCG					
Make/Model		Sling Aircraft, Sling 2					
Damage to Aircraft		None		Total Aircraft Hours		525.76	
Pilot-in-command							
Licence Valid		Yes	Gender	Male		Age	31
Licence Type		Private Pilot Licence (Aeroplane)					
Total Hours on Type		110.7		Total Flying Hours		172.9	
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (On ground)	0
What Happened							
<p>On Monday, 5 July 2021, a pilot accompanied by a passenger on-board a Sling 2 aircraft with registration ZU-WCG took off on a private flight from Mossel Bay Airport (FAMO) in the Western Cape province to Port Elizabeth Airport (FAPE) in the Eastern Cape province. The pilot stated that when they were overhead the Tsitsikamma area flying at 1500 feet (ft), the engine started to run rough. The pilot then decided to climb to 3000ft; once at the desired height, he reduced the engine power and opted to continue with the flight. Approximately 60 nautical miles (nm) from FAPE, both occupants noted a smell of something burning which appeared to be from the electrical wiring. Shortly thereafter, both alternator warning lights, (lane "A" and "B") illuminated on the instrument panel. Following an assessment of the area they were flying in, the pilot decided to shut down the engine and glided the aircraft to Seaview Airfield, which was within a gliding range where an uneventful landing was carried out. The aircraft sustain no damage, and both occupants were not injured during the incident.</p>							



File photo of the ZU-WCG aircraft. (Source: www.algoafc.co.za)

Following the incident, the aircraft was inspected by an aircraft maintenance engineer (AME) who found that the “A” lane regulator had failed. This led to an additional fault in the engine control unit, which resulted in the damage of the “B” lane engine control unit.

After the replacement of the “A” and “B” lane regulators, as well as the fuse box, the engine was subjected to a ground run. The engine met all the required parameters associated with normal engine performance. The aircraft was flown back to FAPE without further incident.

The rectifier regulator, which is in the engine bay, has the function of transforming energy of the power from the engine so that it could be used for aircraft instruments and electrical equipment in the cabin.

Probable Cause:

The rough-running engine was caused by the “A” lane regulator that had failed, which led to a secondary fault in the engine control unit, resulting in the damage of the “B” lane engine control unit.

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