



LIMITED SERIOUS INCIDENT INVESTIGATION REPORT
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Reference Number		CA18/3/2/1376					
Classification	Serious Incident	Date	10 October 2021	Time	1200Z		
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Bethlehem Airfield (FABM), Free State Province	Place of Intended Landing	El Mirador Airfield (FALQ), KwaZulu-Natal Province				
Place of Incident	Runway 06 at El Mirador Airfield (FALQ), Bergville in KwaZulu-Natal Province						
GPS Co-ordinates	Latitude	28°59'10.73" South	Longitude	029°28'34.12" East	Elevation	3924ft	
Aircraft Information							
Registration	ZT-GZG						
Model/Make	Motor Glider Stemme S-12						
Damage to Aircraft	Minor	Total Aircraft Hours	360				
Pilot-in-command							
Licence Valid	Yes	Gender	Male	Age	60		
Licence Type	Glider Pilot Licence (GPL)						
Total Hours on Type	532		Total Flying Hours	913			
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 10 October 2021, the pilot on-board a Motor Glider Stemme S-12 with registration ZT-GZG took off from Bethlehem Airfield (FABM) in the Free State Province with the intention to land at El Mirador Airfield (FALQ) in Bergville, KwaZulu-Natal Province.</p> <p>The pilot reported that during approach for landing on Runway 06 at FALQ, a southerly wind of about 10 knots which was blowing over a ridge/valley adjacent to the airfield caused the glider to sink to a lower altitude. As a result, the pilot reported that he was forced to shorten the downwind and base leg while approaching the airfield. He stated that the approach height was insufficient to line up for the correct approach. On touchdown, the pilot was unable to control the glider to maintain the runway heading, and thus, the glider veered off to the right (westerly direction) across the soft ploughed field before it came to a stop 50 metres from the runway. As a result, the right-side main landing gear was bent, and the nose cone was damaged. The glider sustained minor damage; the pilot was not injured during the incident.</p> <p>El Mirador Airfield (FALQ) in Bergville KwaZulu-Natal province has the following runway designation: Runway 06/24, 972m x 35m; Surface: Grass, 3800ft. The frequency used at the time was 123.400-Megahertz (MHz).</p>							



Figure 1: The approach which the pilot followed leading to the incident. (Source: Google Map)

The weather information on the table below was provided by the pilot.

Wind Direction	Easterly	Wind Speed	10 kts	Visibility	Good
Temperature	25°C	Cloud Cover	10%	Cloud Base	20000ft
Dew Point	-	QNH	-		

The weather information on the table below was provided by the South African Weather Service (SAWS) for Bethlehem Airfield (Free State Province) on 10 October 2021 at 1200Z.

Wind Direction	080°	Wind Speed	12 gusting at 22kts	Visibility	9999m
Temperature	18°C	Cloud Cover	Few	Cloud Base	020
Dew Point	07°C	QNH	1028hPa		



Figure 2: Final resting position of the glider post-incident. (Source: Pilot)

The pilot was initially issued a Glider Pilot Licence on 7 March 2013. The pilot did his proficiency on the Touring Motor Glider and glider types on 15 February 2020 with an expiry date of 14 February 2022. The pilot was in possession of a Class 4 aviation medical certificate which was issued on 25 January 2021 with an expiry date of 31 January 2024, and with a restriction to wear corrective lenses and to take a yearly lipogram test.

The aircraft had a total of 352 airframe hours at the time of the accident. The last maintenance inspection that was carried out on the aircraft prior to the serious incident was certified on 10 February 2021 at 310.8 airframe hours. Post-inspection, the aircraft was flown a further 41.2 hours.

Probable cause/s:

Unstable approach which resulted in loss of control of the glider during the landing roll, causing the glider to veer off the runway.

Safety Action/s

None.

Safety Message and/or Safety Recommendation/s

Operators and pilots are reminded of the dangers associated with not following procedures when joining circuits. Moreover, operators and pilots should conduct runway inspections before final approach for landing at aerodromes.

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**