AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/9878
Aircraft Registration	ZU-IPS	**Date of Accident**	15 March 2020	**Time of Accident**	0914Z
Type of Aircraft	Sling 4 TSi		**Type of Operation**	Private (Part 91)	
Pilot-in-command Licence Type	National Pilot Licence	**Age**	54	**Licence Valid**	Yes
Pilot-in-command Flying Experience	Total Flying Hours	406.8		Hours on Type	81.6
Last Point of Departure	Groutville (Ballito) Airfield, Kwa-Zulu Natal Province				
Next Point of Intended Landing	Groutville (Ballito) Airfield, Kwa-Zulu Natal Province				

Location of the accident site with reference to easily defined geographical points (GPS readings if possible)

UMkhomazi River Valley, KwaZulu-Natal at GPS co-ordinates S 30º 00' 59.1″, E 030º 18' 48.8″ and at a field elevation of 1540ft

Damage to aircraft	Destroyed				
Meteorological Information	Wind: 30º at 0-5kts; Temperature: 29ºC; Visibility: 10km				
Number of People On-board	1+0	**No. of People Injured**	0	**No. of People Killed**	1

Synopsis

On Sunday, 15 March 2020, a pilot on-board a Sling 4 aircraft with registration ZU-IPS took off on a private flight in Groutville Airfield in Ballito, KwaZulu-Natal, with an intention to land back at the same airfield. The pilot was the owner of the aircraft and a well-known canoeist marathon champion. After take-off, the aircraft headed towards Richmond, an area close to Graig Side, Wycliffe and Mpofana regions, where a canoeist marathon race along the uMkhomazi River was in progress. The race, which was about 25.8 kilometres, had started at approximately 0630Z from Nyala Pans and destined to end at St Elmos.

The pilot had executed two uneventful circuits with the left-side turn pattern along the uMkhomazi River. During the third circuit, the pilot had again executed the same left-side turn pattern while flying downstream low and slow in the valley; however, this time, he crashed on a high-rising terrain (cliff).

According to the eyewitnesses, the accident aircraft was observed flying at least twice along the uMkhomazi River at a height above the mountain peak. On the third circuit while flying downstream, the aircraft was seen flying low in the valley at a height of approximately 350 feet (ft) above ground level (AGL). It seemed as though the pilot was watching the race. The eyewitnesses also stated that they thought maybe one of the pilot's friends was in the race. Another eyewitness stated that the daughter of the pilot's close friend was one of the race competitors. The eyewitness further stated that the "fairly new looking" blue and white aircraft was observed flying along the river in the valley at a low height. At the time, the weather was clear with little to no wind, and the visibility was good. The eyewitness stated that on the third turn to go upstream, the aircraft made a left-side turn, flying low and slow towards the high-rising terrain (cliff). Moments later, a loud bang, followed by an explosion was heard, and the aircraft was observed falling (descending). Thereafter, dense black smoke was seen coming from the bushy area at the bottom of the cliff (where the aircraft had come to rest). The aircraft was destroyed by impact forces and the post-impact fire that erupted thereafter. The pilot was fatally injured during the accident sequence.

Probable Course and/or Contributory Factors

After completing two successful circuits above the mountain peak, the aircraft was flown at a low height in the valley and, during the third left turn to commence the third circuit, it crashed on a cliff.

Contributory Factor

The pilot was watching the race along the uMkhomazi River and had probably misjudged his proximity to the cliff.

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ABBREVIATION	DESCRIPTION
º	Degree
AGL	Above Ground Level
AMO	Aircraft Maintenance Organisation
AMSL	Above Mean Sea Level
A to F	Authority to Fly
SAWS	South African Weather Service
°C	Degrees Celsius
CAR	Civil Aviation Regulations
CAVOK	Ceiling and Visibility OK
FATA	Tedderfield Airpark Aerodrome
C of R	Certificate of Registration
ft	Feet
GPS	Global Positioning System
kt	Knots
MPI	Mandatory Periodic Inspection
NPL	National Pilot Licence
PSI	Pounds Per Square Inch
TBO	Time Before Overhaul

Reference Number	**:** CA18/2/3/9878
Name of Owner/Operator	**:** Interrex Dealer CC
Manufacturer	**:** Airplane Factory Pty Ltd
Model	**:** Sling 4 TSi
Nationality	**:** South African
Registration Marks	**:** ZU-IPS
Place	**:** uMkhomazi River, KwaZulu-Natal at GPS S 30º 00' 59.1, E 030º 18' 48.8 at a field elevation of 1540ft
Date	**:** 15 March 2020
Time	**:** 0914Z

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.

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****.*

Investigations process:

The accident was notified to the Accident and Incident Investigations Division (AIID) on 15 March 2020 at about 1000Z. The investigator/s dispatched to uMkhomazi River in KwaZulu-Natal on 15 March 2020. The investigator/s co-ordinated with all authorities on site by initiating the accident investigation process according to CAR Part 12 and investigation procedures. The AIID, a division within the South African Civil Aviation Authority (SACAA) is leading the investigation as the Republic of South Africa is the State of Occurrence.

Notes:
1. Whenever the following words are mentioned in this report, they shall mean the following:

- *Accident – this investigated accident*
- *Aircraft – the Sling 4 TSi involved in this accident*
- *Investigation – the investigation into the circumstances of this accident*
- *Pilot – the pilot involved in this accident*
- *Report – this accident report*

2. Photos and figures used in this report were taken from different sources and may be adjusted from the original for the sole purpose of improving clarity of the report. Modifications to images used in this report are limited to cropping magnification, file compression; or enhancement of colour, brightness, contrast; or addition of text boxes, arrows or lines.

Disclaimer:

1. FACTUAL INFORMATION

1.1. History of Flight

1.1.1 On Sunday 15 March 2020, a pilot on-board a Sling 4 aircraft with registration ZU-IPS took off on a private flight from Groutville Airfield in Ballito, KwaZulu-Natal, with an intention to land back at the same airfield. The pilot was the owner of the aircraft, and a well-known canoeist marathon champion. After take-off, the pilot headed towards Richmond, located near Graig Side, Wycliffe and Mpofana regions along the uMkhomazi River. On the day, a canoeist marathon race was taking place along the uMkhomazi River, which had started at about 0630Z from Nyala Pans and destined to end at St Elmos. The total length of the race was 25.8 kilometres (km). See Figures 1 and 2.

Figures 1 and 2: (left) A map of the accident site (Source: Google Maps); (right) the race map that the pilot was following. (Picture: eyewitnesses)

1.1.2 According to the eyewitnesses, the aircraft was observed twice flying along the uMkhomazi River at a height above the mountain peak. On the third circuit while flying downstream, the aircraft was observed flying low in the valley at a height of approximately 350 feet (ft) above ground level (AGL). It seemed as though the pilot was watching the race. The eyewitnesses also stated that they thought maybe one of the pilot's friends was in the race and he was watching him/her from the air. Another eyewitness stated that the daughter of the pilot's close friend was one of the race competitors. The eyewitness further stated that the "fairly new looking" blue and white aircraft was observed flying along the river downstream at a low height. The weather was clear with little to no wind, and the visibility was good. The eyewitness stated that on the third turn to go upstream, the aircraft which was now flying low and slow in the valley made a left-side turn towards the high-rising terrain (cliff). Moments after, a loud bang was heard, followed by an explosion. The aircraft was seen falling (descending) towards the bottom of the cliff. Thereafter, a dense dark smoke was observed coming from the bushy area at the bottom of the cliff. The aircraft was destroyed by impact forces and the post-impact fire that erupted thereafter. The pilot was fatally injured during the accident sequence.

1.1.3 The accident occurred during daylight meteorological conditions with clear skies and no cloud coverage in the surrounding area. The place where the accident occurred is in a valley along the uMkhomazi River at the following Global Positioning System (GPS) co-ordinates: S 30º 00' 59.1" E 030º 18' 48.8" at a field elevation of approximately 1600ft above mean sea level (AMSL). The wreckage was found in a bushy area at a field elevation of approximately 1540ft AMSL.

1.2. Injuries to Persons

1.2.1 The pilot, a sole occupant on-board the aircraft, sustained fatal injuries.

Injuries	Pilot	Crew	Pass.	Other
Fatal	1	-		-
Serious	-	-	-	-
Minor	-	-	-	-
None	-	-	-	-

1.3. Damage to Aircraft

1.3.1 The aircraft was destroyed on impact and by post-impact fire during the accident sequence.

Figures 3 and 4: (left and right) Wreckage of the aircraft as it was found at the accident site.

1.4. Other Damage

1.4.1 None.

1.5. Personnel Information

Pilot-in-command

Nationality	South African	Gender	Male	Age	54
Licence Number	0272282757	Licence Type	National Pilot Licence		
Licence Valid	Yes	Type Endorsed	Yes		
Ratings	None				
Medical Expiry Date	31 October 2020				
Restrictions	Corrective lenses				
Previous Accidents	None				

Flying Experience:

Total Hours	406.8
Total Past 90 Days	49
Total on Type Past 90 Days	49
Total on Type	81.6

Note: The total hours above include both weight shifts aircraft types and fixed-wing aircraft types. The pilot had initially flown the weight shift Microlight aircraft types and powered gliders. He later flew fixed-wing aircraft and had applied for an endorsement of the light sport aeroplane (LSA) fixed-wing aircraft type on 24 May 2018 at a total of 24.4 flying hours, of which 7.4 hours were solo and 17.4 hours were dual. The information in the pilot's logbook was last updated on 13 March 2020 following a flight from Tedderfield Airpark Aerodrome (FATA) to Ballito on the same accident aircraft. According to available information, the pilot had conducted his type conversion on 12 December 2019 and was successfully signed off as competent by a qualified type-rated instructor.

1.6. Aircraft Information

Figure 5: A similar aircraft type as the accident aircfraft. (Source: airplanefactory.com)

1.6.1 The Sling 4 aircraft is a factory-built South African aircraft. It is derived from a Sling 2 and accommodates four people. The aircraft is an all-metal, low-wing with a fixed tricycle landing gear developed since 2009. The canopy was modified to include gull-wing doors. The aircraft has flaps with 40 degrees of travel and is equipped with one Rotax 915iS

horizontal opposed piston engine with 86KW (115hp). A three-bladed Airmaster propeller with constant electric speed is fitted to the aircraft. The aircraft has a cruise speed of 240km/h (149mph, 129.9kn) with a stall speed of 89km/h (55mph, 48kn). A speed of 250km/h (155mph, 135kn) is prohibited. The aircraft is designed to perform up to a service ceiling of 14000ft AMSL.

Airframe:

Type	Sling 4 TSi	
Serial Number	167S	
Manufacturer	The Airplane Factory	
Year of Manufacture	2019	
Total Airframe Hours (At time of Accident)	±52.6	
Last MPI (Date & Hours)	3 January 2020	26.4 since new
Hours Since Last MPI	±26	
C of A (Issue Date)	5 December 2019	
C of A (Expiry Date)	31 December 2020	
C of R (Issue Date) (Present owner)	29 November 2019	
Operating Categories	Part 94	

Engine:

Type	Rotax 915iS
Serial Number	9132314
Hours Since New	±52.6
Hours Since Overhaul	TBO not yet reached

Propeller:

Type	Airmaster-AP430CTF-WWR72B
Serial Number	1550
Hours Since New	±52.6
Hours Since Overhaul	TBO not yet reached

Note: The hours relating to the aircraft were estimated using the pilot's logbook as the flight folio was burnt during the post-impact fire.

1.6.2 The aircraft maintenance records and logbooks were reviewed, and all relevant Service Bulletins and Service Instructions were complied with by both the aircraft maintenance organisation (AMO) and the owner/operator. The aircraft was released to service on 3 December 2019 after a post-production flight test on 20 November 2019. The aircraft was delivered as new to the owner in December 2019. A 25-hour oil change maintenance service at 26.4 airframe hours was carried out on the aircraft on 13 January 2020.

1.7. Meteorological Information

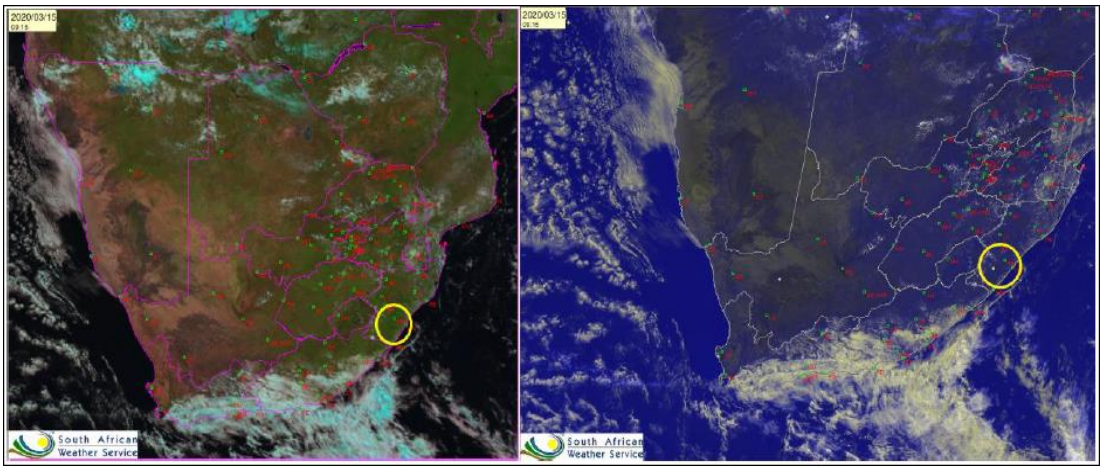
1.7.1 The meteorological information for 15 March 2020 at 0915Z was sourced from the South African Weather Service (SAWS) on 19 March 2020.

Wind direction	030º	Wind speed	0-5kt	Visibility	10km
Temperature	29ºC	Cloud cover	Nil	Cloud base	Nil
Dew point	Unknown	QNH	Unknown		

1.7.2 The surface observations are from the AWS station in Ixopo, which is located 28km west of uMkhomazi River. Ixopo is the closest available station for the analysis.

The AWS data had the following weather variables for 0915Z:

Dry-bulb temperature:	29ºC
Wind direction and speed:	03000kt
Weather phenomenon:	No observation
Clouds amount and height:	No observation
Pressure at station:	911.0 hPa
Humidity:	47%
Rain measured:	00mm



Figures 6 and 7: Enlarged satellite images taken at 0915Z. (Source: SAWS)

From the vertical wind profile, between 0900Z and 0915Z there were easterly 0-5 knots surface forecasted winds in the area where the accident occurred until 10000ft above ground level (AGL). Strong south-westerly winds from 15 knots were only forecasted above 10000ft AGL. See Figures 6 and 7 satellite images.

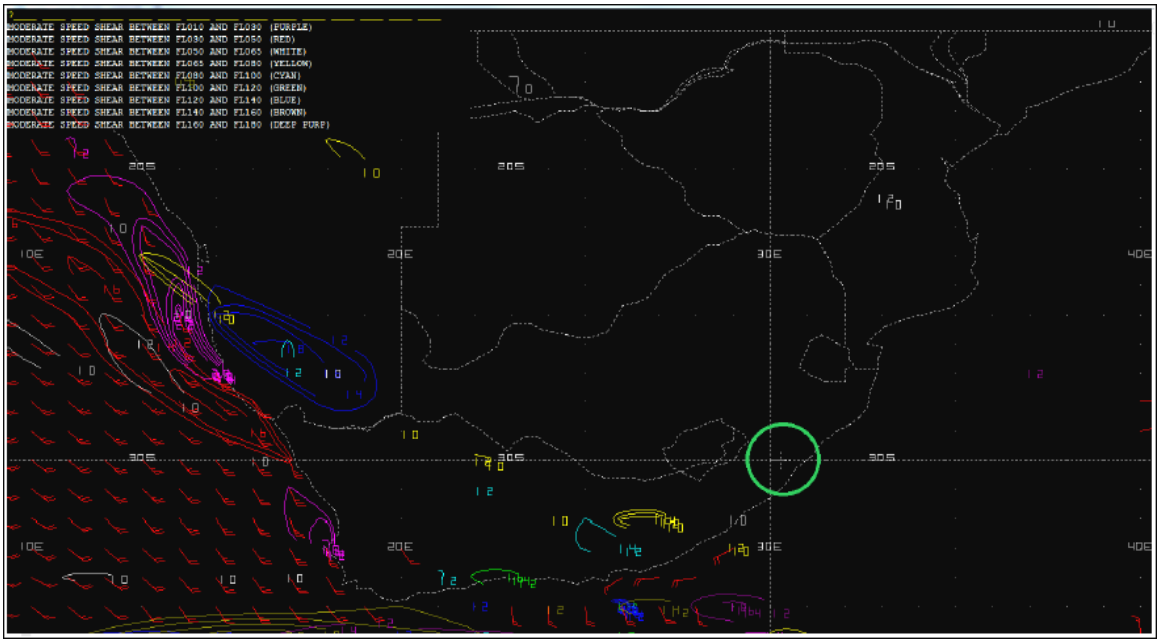


Figure 8: Moderate forecast area. (Source: SAWS)

Figure 8 shows possible forecasted low-level moderate turbulence areas at 0900Z over South Africa. No low-level turbulence was expected in and around the accident site. The accident point is indicated as a cross in the green circled area.

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigational equipment as approved by the Regulator (SACAA) for the aircraft type. There were no recorded defects with the navigation system prior to the flight.

1.9 Communication

1.9.1 The aircraft was equipped with standard communication equipment as approved by the Regulator for the aircraft type. There were no recorded defects with the communication equipment prior to the flight.

1.10 Aerodrome Information

1.10.1 The aircraft accident occurred in a valley, 56 nautical miles (nm) south-west of the home base airfield in UMkhomazi River, KwaZulu-Natal, at GPS co-ordinates S 30º 00' 59.1″, E 030º 18' 48.8″ at a field elevation of 1540ft AMSL. All other aerodromes in the vicinity of the accident site are located at a distance more than 10km (5.4nm).

1.11 Flight Recorders

1.11.1 The aircraft was neither equipped with a cockpit voice recorder (CVR) or a flight data recorder (FDR), nor was it required by regulation to be fitted to this aircraft type.

1.12 Wreckage and Impact Information

Figure 9: Soot left by an explosion at the place of impact.

1.12.1 The accident occurred on a mountainous and bushy area in the valley of uMkhomazi River. The valley was not easily accessible. The river is a canoeists attraction for sporting competitions/events. At the time of the accident, the pilot was flying upstream and

downstream along the river at an approximate height of 350ft AGL. The valley's peak is at a height of approximately 580ft AGL.

1.12.2 According to the eyewitnesses, the aircraft approached from downstream and was flying at a height of approximately 350ft AGL which, when compared to the impact point, was slightly above the soot mark as observed on the surface of the cliff. After impact, there was an explosion, and the aircraft fell into a dense bushy terrain where it continued to burn. A video recording of the accident taken by one of the eyewitnesses with his cellular phone showed smoke emanating from the bush and the soot trace on the cliff edge.

Figures 10 and 11: The location where the aircraft crashed. (Source: Eyewitness)

1.12.3 The aircraft was located in a bushy terrain at a height of approximately 230ft AGL with a slope incline of approximately 60º uphill. The aircraft was destroyed by both impact forces and the post-impact fire. The wreckage was found among bushes/shrubs facing downhill at a slight angle towards the west. Most of the electronic and avionic components were found scattered in the downslope. The nose landing gear strut and wheel, together with one of the main landing gears were found approximately 7 metres (m) below the main wreckage. One of the propeller blades was found approximately 3m slightly above the main wreckage and towards the right-side of it.

Figure 12: The wreckage as it was found at the accident site.

1.12.4 Debris of the aircraft's outer skin and cockpit instrument were found approximately 25m slightly towards the right-side of the main wreckage, above the bushes. The scattered pattern of the debris was consistent with debris that flung during the initial impact in the direction of inertia.

Figure 13 and 14: Scattered aircraft debris.

1.12.5 The engine was found still attached to the main wreckage and had impact and burnt damages. All three propeller blades had broken off during the initial impact on the cliff. The fuselage impacted the cliff and fell to the ground (bottom of the cliff). This is consistent with an object that crashes head on, on a cliff during a turn.

1.13. Medical and Pathological Information

1.13.1 The pilot was fatally injured during the accident sequence. The post-mortem report was still outstanding at the time of completing this report. Should any of the results have a bearing on the circumstances leading to this accident, it will be treated as new evidence that will necessitate reopening this investigation.

1.14. Fire

1.14.1 There was evidence of post-impact fire during the accident sequence. An intense fire started after impact and burnt the fuselage, including the cockpit and cabin areas. The source of fire could not be established, although there was enough impact-related disruption to the electrical system which might have caused arcing at some point during impact. The fuel could also have ignited after coming into contact with a heat source in the engine.

1.15. Survival Aspects

1.15.1 The accident was considered not survivable due to damage in the cabin area.

1.16. Tests and Research

1.16.1 Not applicable.

1.17. Organisational and Management Information

1.17.1 The aircraft was operated privately by the owner; and the operation was conducted under the provisions of Part 94 of the CAR 2011 as amended.

1.17.2 The AMO No 1264 which carried out the last maintenance inspection on this aircraft prior to the accident flight was issued an AMO-approval certificate on 28 August 2019 with an expiry date of 31 August 2020.

1.18 Additional Information

1.18.1 Extract from CAR 2011Part 91.06.32 as amended

Minimum heights

(1) Except when necessary for taking off, or landing, or except with prior written approval of the Director, no aircraft—

(a) shall be flown over congested areas or over an obvious open-air assembly of persons at a height less than 1 000 ft above the highest obstacle, within a radius of 2 000 ft from the aircraft;

(b) when flown elsewhere than specified in paragraph (a), shall be flown at a height less than 500 ft above the ground or water, unless the flight can be made without hazard or nuisance to persons or property on the ground or water and the PIC operates at a height and in a manner that allows safe operation in the event of an engine failure; and

(c) shall circle over or do repeated overflights over an obvious open-air assembly of persons at a height less than 3 000 ft above the surface.

1.19 Useful or Effective Investigation Techniques

1.19.1 None.

2. ANALYSIS

2.1. General

From the evidence available, the following analysis was made with respect to this accident. These shall not be read as apportioning blame or liability to any particular organisation or individual.

2.2.

2.2.1 The pilot was issued a National Pilot Licence by the Regulator on 3 June 2019 following an annual currency licence renewal, with an expiry date of 26 May 2021. The pilot's medical certificate was valid and was issued by the Regulator with an expiry date of 31 October 2020. The records indicated that the pilot was qualified and licensed for the flight.

2.2.2 The aircraft was issued a valid Authority to Fly by the Regulator on 5 December 2019 with an expiry date of 31 December 2020. The aircraft was issued a Certificate of Registration on 29 November 2019 and was delivered to the owner in December 2019. The aircraft had undergone its initial mandatory maintenance of 25 hours at 26.4 airframe hours since its release from factory on 3 January 2020. The records indicated that the aircraft was serviceable at the time of the flight. No defects were found in the logbooks that could have contributed to the accident at the time of flight.

2.2.3 On the day of the accident, the aircraft was observed flying twice along the uMkhomazi River above the mountain peak. On the third turn to go upstream, the aircraft was observed flying low in the valley at a height of approximately 350ft AGL. A canoeing race was in progress at the time. It seemed as though the pilot was watching the race. It is likely that the pilot had decided to fly low to get a better view of the competitors. The pilot had executed the same left-side turn pattern which he had used in the first two circuits, however, on the third left turn while flying downstream low and slow in the valley, the aircraft crashed on a cliff when he misjudged his proximity to the mountain.

2.2.4 A post-impact fire erupted following the crash. The aircraft wreckage was found in a dense bush and was destroyed by both impact forces and the post-impact fire that erupted thereafter. None of the aircraft components could be collected for further testing due to the extensive damage caused by post-impact fire.

2.2.5 Good weather conditions prevailed at the time of the accident. The weather was not considered a contributing factor to this accident.

2.2.6 The pilot, in operating an aircraft at a height below 500ft and in an area where people have assembled (in this case, a race), had contravened the CAR 2011 Part 91.06.32 as amended which requires the following:

Minimum heights

(1) Except when necessary for taking off, or landing, or except with prior written approval of the Director, no aircraft—

(a) shall be flown over congested areas or over an obvious open-air assembly of persons at a height less than 1 000 ft above the highest obstacle, within a radius of 2 000 ft from the aircraft;

(b) when flown elsewhere than specified in paragraph (a), shall be flown at a height less than 500 ft above the ground or water, unless the flight can be made without hazard or nuisance to persons or property on the ground or water and the PIC operates at a height and in a manner that allows safe operation in the event of an engine failure; and

(c) shall circle over or do repeated overflights over an obvious open-air assembly of persons at a height less than 3 000 ft above the surface.

3. CONCLUSION

3.1. General

From the evidence available, the following findings, causes and contributing factors were made with respect to this accident. These shall not be read as apportioning blame or liability to any particular organisation or individual.

To serve the objective of this investigation, the following sections are included in the conclusions heading:

- **Findings —** are statements of all significant conditions, events or circumstances in this accident. The findings are significant steps in this accident sequence, but they are not always causal or indicate deficiencies.
- **Causes —** are actions, omissions, events, conditions, or a combination thereof, which led to this accident.
- **Contributing factors —** are actions, omissions, events, conditions, or a combination thereof, which, if eliminated, avoided or absent, would have reduced the probability of the accident or incident occurring, or mitigated the severity of the consequences of the accident or incident. The identification of contributing factors does not imply the assignment of fault or the determination of administrative, civil or criminal liability.

3.2. Findings

3.2.1 The pilot was licensed for the flight as a holder of a valid National Pilot Licence issued by the Regulator on 3 June 2019 following an annual currency licence renewal, with an expiry date of 26 May 2021.

3.2.2 The pilot was issued a Class 2 aviation medical certificate on 2 October 2018 with an expiry date of 31 October 2020, and with no restrictions.

3.2.3 The aircraft was issued a valid Authority to Fly on 5 December 2019 with an expiry date of 31 December 2020. The aircraft was also issued a Certificate of Registration on 29 November 2019, delivered to the owner as new in December 2019. The aircraft had undergone its initial mandatory maintenance of 25 hours at 26.4 airframe hours on 3 January 2020 since its release from factory.

3.2.4 The pilot was a sole occupant of the aircraft at the time. He sustained fatal injuries during the accident sequence.

3.2.5 The aircraft was observed flying twice along the uMkhomazi River at a height above the mountain peak and, on the third circuit while flying downstream, it was observed flying low in the valley at a height of approximately 350ft AGL.

3.2.6 According to one of the eyewitnesses, the daughter of the pilot's friend was one of the competitors in the race. The pilot was watching the race from his aircraft. The pilot was also a canoeist champion and was holding the title at the time of the accident.

3.2.7 The pilot had executed the same left-side turn pattern which he used during the first two circuits and, during the third left turn while flying downstream low and slow in the valley, the aircraft crashed on a cliff.

3.2.8 The post-impact fire erupted following the crash. The aircraft wreckage was found in a dense bush and was destroyed by both impact forces and the post-impact fire. None of the aircraft components could be collected for further testing due to the extensive damage caused by the post-impact fire.

3.2.9 The pilot, in operating an aircraft at a height below the one stipulated in the regulation and in an area where people have assembled (or in a race), had contravened the CAR 2011 Part 91.06.32 as amended.

3.3. Probable Cause/s

3.3.1 After completing two successful circuits above the mountain peak, the aircraft was flown at a low height in the valley and, during the third left turn to commence the third circuit, it crashed on a cliff.

3.4. Contributory Factors:

3.4.1 The pilot was watching the race and had misjudged his proximity to the cliff.

4. SAFETY RECOMMENDATIONS

4.1. General

The safety recommendations listed in this report are proposed according to paragraph 6.8 of Annex 13 to the Convention on International Civil Aviation and are based on the conclusions listed in heading 3 of this report; the AIID expects that all safety issues identified by the investigation are addressed by the receiving states and organisations.

4.2. Safety Recommendation/s

4.2.1 The pilot took off towards the mountains to watch the race of his favourite sport. He executed two circuits along the uMkhomazi River at a height above the mountain peak and, on the third circuit, he decided to fly low and slow in the valley. As a result, he crashed on a cliff during a left turn.

Safety Massage: This accident highlights the importance that pilots should always look out for any possible objects while flying and also to avoid anything that might distract them from the safe operation of the aircraft.

5. APPENDICES

5.1 None.

This Report is issued by:

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