

INTERIM STATEMENT

Accident and Incident Investigations Division

Accident
- Interim Statement -
AIID Ref No: CA18/2/3/9993



Figure 1: The file picture of the Magni M16 gyrocopter. (Source: www.moneyweb.co.za)

Description:

On Monday morning, 3 May 2021, the pilot and the passenger on-board a Magni M16 gyrocopter with registration marking ZU-BDY took off from Laingsburg Airfield to Morning Star Airfield. While en route to Morning Star Airfield, the engine stopped, and the gyrocopter lost thrust and height. As a result, the pilot executed a forced landing. However, the forced landing was unsuccessful, and the gyrocopter impacted the ground. A post-impact fire ensued thereafter, which destroyed the gyrocopter. The passenger was fatally injured during the accident sequence and the pilot was hospitalised after sustaining serious injuries.

DESCRIPTION OF OCCURRENCE

Occurrence Reference : CA18/2/3/9993

Occurrence Category : Category 1

Name of the Operator : Roux, Pieter Bredell

Manufacturer : Magni Gyro

Aircraft Model : Magni M16

Engines : Bombardier Rotax 914 UL

Nationality : South African

Registration : ZU-BDY

Manufacture Serial Number : MGSA 001

Date of Manufacture : 2008

Flight Hours/Cycles : 380

Type of Flight : Private (Part 94)

State of Occurrence : South Africa

Place of Occurrence : Laingsburg Baviaan Weg Farm

Date and Time : 3 May 2021, 0817Z

Total Crewmembers : 1

Total Passengers : 1

Injuries to Passengers and Crew : Passenger fatally injured; pilot seriously injured

Other Injuries : None

Nature of Damage : Destroyed

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.***

The ZU-BDY anniversary interim statement is a brief on the investigation progress and should be read in conjunction with the preliminary report, reference number CA18/2/3/9993, that was published on 2 June 2021.

This interim statement is released in accordance with Standard 6.6 of the International Civil Aviation Organisation (ICAO) Annex 13 and the Civil Aviation Regulations (CAR) Part 12.05.1(7).

Later, the final report may contain altered information in case new evidence is uncovered during the on-going investigation.

Any person who has information concerning this accident should contact the Accident and Incident Investigations Division (AIID) on AIIDinbox@caa.co.za

Investigation process:

The occurrence was categorised as an accident and the AIID had assigned an accident investigation file number CA18/2/3/9993 to this investigation.

The AIID had appointed the investigation team led by the investigator-in-charge (IIC) and a co-investigator. The AIID, being the State of Manufacture/Operator/Registry and Design, was notified of the accident.

The AIID reports are made available to the public at:

<http://www.caa.co.za/Pages/Accidents%20and%20Incidents/Aircraft-accident-reports.aspx>

Disclaimer:

This interim statement is produced without prejudice to the rights of the SACAA, which are reserved.

Interim Statement

The CA18/2/3/9993 anniversary interim statement is a brief account of the progress of the investigation into the subject accident. This interim statement is released in accordance with Standard 6.6 of ICAO Annex 13 and CAR Part 12.05.1(7).

The accident occurred on 3 May 2021 in which a privately operated (Part 94) Magni M16 gyrocopter, registered ZU-BDY, departed Laingsburg Airfield in the Western Cape province at 0800Z, destined for Morning Star Airfield.

At approximately 0817Z, the gyrocopter impacted the ground during a forced landing at Baviaan Weg Farm. The gyrocopter was destroyed due to impact forces as well as by post-impact fire. The pilot sustained serious injuries during the accident sequence, whilst the passenger was fatally injured.

Since the release of the preliminary report on 2 June 2021, the investigating team is determining and analysing the human performance factors that could have contributed to the accident. In addition, the investigators have reviewed the maintenance records and serviceability of the gyrocopter, and the findings will be discussed in the final report.

The pilot and the person who maintained the gyrocopter are not cooperating with the investigation team, as a result, they are hindering the completion and issuance of the final report. Ultimately, the final report may be released without their input.

**This Report is issued by:
Accident and Incident Investigation Division
South African Civil Aviation Authority
Republic of South Africa**