

AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	CA18/2/3/9486	
Aircraft Registration	ZS-CJV	Date of Accident	1 October 2015		Time of Accident	15:15Z
Type of Aircraft	Cessna 175		Type of Operation	Commercial- Part 135		
Pilot-in-command Licence Type		Commercial pilot	Age	52	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	4 381		Hours on Type	1480.10
Last point of departure		Weltevrede airstrip: Western Cape Province				
Next point of intended landing		Weltevrede airstrip: Western Cape Province				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Weltevrede airstrip (GPS S34 ° 25' 35" E 019 ° 28' 23") elevation 135 feet AMSL						
Meteorological Information		Wind direction:090 ° wind speed: 5kts CAVOK temperature 20 °				
Number of people on board	1+2	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>The pilot, accompanied by two passengers, departed from Weltevrede airstrip on a scenic flight. The aircraft routed via Pearly Bay, which is 15nm from Weltevrede, and then back via Gansbaai. On arrival at Weltevrede airstrip, the aircraft approached from the south at 1600 feet above ground level (AGL) for the left downwind runway 11.</p> <p>On final approach the pilot saw a large bird (Hadida Ibis) on the left of the final approach path. The bird was routing directly towards the aircraft. The pilot initiated a sharp descent to avoid impact with the bird. The aircraft passed below the bird. The nose wheel caught on the telephone cable that was spanned across the runway. The telephone cable was located 580m from the threshold of runway 11. The cable broke, but the end got entangled around the nose gear oleo. The aircraft touched down in a nose-high attitude and bounced.</p> <p>The aircraft touched down again left of the runway; and ran into a shallow storm water drainage on the left-hand side of the runway. The nose wheel broke off and the aircraft gently flipped onto its back. After the aircraft came to rest, the pilot disembarked from the aircraft and helped the passengers out of the aircraft.</p> <p>The pilot and passengers were not injured and the aircraft sustained substantial damage.</p>						
Probable Cause						
Loss of control on landing after colliding with a telephone cable on final approach.						
SRP Date	21 February 2017		Release Date	04 April 2017		
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AIRCRAFT ACCIDENT REPORT

Name of Owner : Wings leasing cc
Name of Operator : African wings (PTY) LTD
Manufacturer : Cessna Aircraft Company
Model : 175
Nationality : South African
Registration Marks : ZS-CJV
Place : Weltevrede airstrip
Date : 01 October 2015
Time : 15:15Z

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 two hours.

Purpose of the Investigation:

In terms of Regulation 12.03.1 of the Civil Aviation Regulations (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 establish legal liability.

Disclaimer:

This report is produced without prejudice to the rights of the CAA, which are reserved.

1. FACTUAL INFORMATION

1.1 History of Flight

1.1.1 The pilot and two passengers departed Weltevrede airstrip for a scenic flight in a Cessna 175 aircraft. They routed via Pearly Bay which is 15nm from Weltevrede and back via Gansbaai. Taxi and take-off were uneventful.

1.1.2 On arrival at Weltevrede they routed to the south of Stanford town. Joined Weltevrede overhead from the south at 1600 feet AGL, for the left downwind for runway 11. The pilot reported that on final approach, at approximately 50 feet AGL, he noticed a bird (Hadida Ibis) on the left-hand side of the final approach path. The

bird was routing directly towards the aircraft. The pilot initiated a sharp descent to avoid impact with the bird. The pilot stated that collision with a bird that size in the wind screen could have had serious consequences.

- 1.1.3 The aircraft passed below the bird. The nose gear got caught on a telephone cable located 580m from the threshold runway 11. The cable broke and got entangled around the nose gear oleo. The aircraft touched down in a nose high attitude and bounced.
- 1.1.4 The aircraft touched down again left of the runway; and ran into a shallow storm water drainage on the left-hand side of the runway. The nose gear oleo broke off and the aircraft gently flipped onto its back. The pilot stated that there was no violent deceleration as he had no bruising from the safety harness.
- 1.1.5 After switching off the master switch, magnetos and fuel, the pilot disembarked from the aircraft and assisted the passengers out of the aircraft.
- 1.1.6 The pilot and both passenger were unharmed; the aircraft sustained substantial damage.
- 1.1.7 Post-accident interview with the pilot revealed that the pilot did not join overhead the airstrip at 2000 feet above the field elevation as per unmanned aerodrome procedure.
- 1.1.8 The accident occurred during day-light conditions at Weltevrede airstrip at 13:15Z GPS S34 ° 25' 35" E 019 ° 28' 23" elevation of 135 feet AMSL.



Figure 1: Google earth showing Weltevrede airstrip

1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	-	-
Serious	-	-	-	-
None	1	-	2	-

1.3 Damage to Aircraft

1.3.1 The aircraft sustained substantial damage.

1.4 Other Damage

1.4.1 Telephone cable, spanned across, was situated 580m from the threshold of runway 11.



Figure 2: View of the broken telephone cable

1.5 Personnel Information

Nationality	South African	Gender	Male	Age	52
Licence Number	0270094360	Licence Type	Commercial		
Licence valid	Yes	Type Endorsed	Yes		
Ratings	Night rating and Tug				
Medical Expiry Date	31 March 2016				
Restrictions	Nil				
Previous Accidents	None				

Flying Experience:

Total Hours	4381
Total Past 90 Days	7
Total on Type Past 90 Days	7
Total on Type	1480

1.6 Aircraft Information

1.6.1 The Cessna 175 Skylark is a four-seater, single-engine, high-wing airplane, powered by a Lycoming engine.

Airframe:

Type	Cessna 175	
Serial Number	55677	
Manufacturer	Cessna Aircraft Company	
Date of Manufacture	1959	
Total Airframe Hours (At time of Accident)	5551.03	
Last MPI (Hours & Date)	5533.0	23 /09/2016
Hours since Last MPI	18.03	
C of A (Issue Date)	28/10/2009	
C of A (Expiry Date)	27/10/2015	
C of R (Issue Date) (Present owner)	13/12/2010	
Operating Categories	Standard Part 135	

Engine:

Type	Lycoming O-360
Serial Number	4-8244-36A
Hours since New	2065
Hours since Overhaul	Unknown

Propeller:

Type	McCauley 1A 170/EFA
Serial Number	ADD 2300-B
Hours since New	1414.03
Hours since Overhaul	Unkown

1.7 Meteorological Information

1.7.1 Weather information as obtained from the pilot questionnaire.

Wind direction	090°	Wind speed	5kts	Visibility	>10km
Temperature	20°	Cloud cover	Sky clear	Cloud base	none
Dew point	unknown				

1.8 Aids to Navigation

1.8.1 The aircraft was equipped with standard navigation equipment. All the navigation equipment was serviceable prior to the accident.

1.9 Communications

1.9.1 The aircraft was equipped with standard communication equipment as approved by the regulator for the aircraft type and there were no recorded defects prior to or during the flight.

1.10 Aerodrome Information

1.10.1 The aircraft crashed on a private airstrip, at Weltevrede runway 11, GPS position determined to be GPS S34° 25' 35" E 019° 28' 23" elevation 135 feet AMSL.

1.11 Flight Recorders

1.11.1 The aircraft was not fitted with a Flight Data Recorder (FDR) or a Cockpit Voice Recorder (CVR), nor was either required by the applicable regulations.

1.12 Wreckage and Impact Information

1.12.1 The nose gear oleo caught on a telephone cable 580m from the threshold. The cable broke and got entangled around the nose gear oleo. The aircraft touched down in a nose-high position and bounced. The initial touchdown was approximately 60 meters from the threshold left of the runway.

1.12.2 The aircraft touched down again left of the runway and ran into a shallow storm water drainage on the left-hand side of the runway. The nose gear oleo broke off and the aircraft gently flipped onto its back and came to rest.

1.12.3 The propeller struck the ground. The cowling, the fuselage and the vertical stabiliser were also damaged. The nose wheel broke off. The wings and wing support struts were also damaged.



Figure 3: View of the aircraft after it came to rest

1.13 Medical and Pathological Information

1.13.1 None

1.14 Fire

1.14.1 There was no evidence of a pre- or post-impact fire.

1.15 Survival Aspects

1.15.1 The accident was considered to be survivable. The aircraft was intact damage was limited to the propeller, cowling, fuselage, nose wheel, vertical stabiliser, wings and struts. The pilot and passengers were properly restrained with the aircraft safety belts. The pilot and passengers survived the accident without sustaining any injuries.

1.16 Tests and Research

1.16.1 None

1.17 Organisational and Management Information

1.17.1 This was a scenic flight under Part 135.

1.17.2 The aircraft was maintained by an approved Aircraft Maintenance Organisation (AMO). The AMO had a valid operating certificate at the time of the accident.

1.17.3 The operator had a valid Operating certificate (AOC) at the time of the accident.

1.18 Additional Information

1.18.1 None

1.19 Useful or Effective Investigation Techniques

1.19.1 None

2. ANALYSIS

2.1 Fine weather conditions prevailed during the flight, as well as at the time of landing. The weather did not play any role in the sequence of events leading to the accident.

2.2 The review of the aircraft maintenance documentation shows that the aircraft was properly maintained in accordance with the manufacturer's requirements.

2.3 The pilot was appropriately licensed for the flight. He had a total of 4381 hours, with 1480 of those hours being on type. His aviation medical certificate was valid. On final approach, at approximately 50 feet, the pilot noticed a bird (Hadida Ibis) on the left-hand side of the final approach path. The bird was routing directly towards the aircraft. The pilot judged that there were good chances of impact in the nose/wind screen area. The pilot initiated a sharp descent to avoid impact.

2.4 The aircraft passed below the bird. The nose gear got caught on a telephone cable located 580m from the threshold of runway 11. The cable broke and got entangled

around the nose gear oleo. The aircraft touched down and bounced. The initial touchdown was approximately 60 meters from the threshold and left of the runway.

The aircraft ran into a shallow storm water drainage on the left-hand side of the runway. The nose gear oleo broke off and the aircraft gently flipped onto its back and came to rest. The pilot stated that there was no violent deceleration as he had no bruising from the safety harness.

3. CONCLUSION

3.1 Findings

3.1.1 The pilot was a holder of a valid commercial pilot licence (CPL), and the aircraft type rating was endorsed on it.

3.1.2 The pilot's medical certificate was valid at the time of the accident.

3.1.3 The pilot failed to look out for the telephone cable, the aircraft collided with the telephone cable. The cable broke and got entangled around the nose gear oleo..

3.1.4 On landing, the aircraft bounced, landed left of the runway, entered a shallow storm water drainage. The nose gear oleo broke off and the aircraft flipped onto its back.

3.1.5 The pilot did not join overhead the airfield at 2000ft above airfield elevation as per unmanned airfield procedure.

3.1.6 The pilot and passengers were not injured during the accident sequence.

3.1.7 The aircraft had valid Certificate of Airworthiness and Air Operator Certificate at the time of the accident.

3.1.8 The aircraft log book shows that the aircraft was maintained by an approved AMO.

3.1.9 Weather conditions at the time of the accident were fine.

3.1.10 The accident occurred in daylight conditions.

3.2 Probable Cause/s

3.2.1 Loss of control on landing after colliding with a telephone cable on final approach.

4. SAFETY RECOMMENDATIONS

4.1 None

5. APPENDICES

5.1 None