

**LIMITED ACCIDENT INVESTIGATION REPORT**

<b>Reference Number</b>	CA18/2/3/10119						
<b>Classification</b>	Accident	<b>Date</b>	12 February 2022	<b>Time</b>	0710Z		
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
<b>Place of Departure</b>	Morningstar Aerodrome, Western Cape Province		<b>Place of Intended Landing</b>	Gannabos and Doringrivier Private Farm near Nieuwoudtville Aerodrome (FANV), Northern Cape Province			
<b>Place of Accident</b>	On a road at Gannabos and Doringrivier private farm near Nieuwoudtville Aerodrome						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	S31°13'38.0"	<b>Longitude</b>	E19°13'27.8"	<b>Elevation</b>	1 293 feet	
<b>Aircraft Information</b>							
<b>Registration</b>	ZU-WAB (Serial Number: 71334)						
<b>Model/Make</b>	Vans RV-7						
<b>Damage to Aircraft</b>	Substantial		<b>Total Aircraft Hours</b>	211.4			
<b>Pilot-in-command</b>							
<b>Licence Type</b>	Private Pilot Licence (PPL) Aeroplane	<b>Gender</b>	Male		<b>Age:</b> 47		
<b>Licence Valid</b>	Yes						
<b>Total Hours on Type</b>	148.1		<b>Total Flying Hours</b>	519.3			
<b>People On-board</b>	1 + 0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Saturday morning, 12 February 2022 at approximately 0545Z, a pilot on-board a Vans RV-7 aircraft with registration mark ZU-WAB was on a private flight from Morningstar Aerodrome, Western Cape province, to Gannabos and Doringrivier private farm near Nieuwoudtville Aerodrome (FANV) in the Northern Cape province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot stated that during landing in a westerly direction at a speed of about 55 knots, the right wing clipped a small thorn bush on the right-side of the gravel road which was used as a private landing strip. As a result, the left main landing gear strut collapsed, and the left wing impacted the ground. The aircraft veered off to the right of the gravel road and came to rest facing east.</p> <p>The aircraft sustained substantial damages during the accident sequence, however, the pilot was not injured.</p>							



**Figure 1:** The final resting position of the aircraft post-accident. (Source: Pilot)



**Figure 2:** Map of the approximate place where the aircraft landed. (Source: Google Earth)



**Figure 3:** The gravel road (used as a private landing strip) where the aircraft landed.

**What was found:**

- The pilot was issued a Private Pilot Licence (PPL) Aeroplane on 23 November 2021 with an expiry date of 30 November 2022. The aircraft type was endorsed on his licence. A Class 2 medical certificate was issued on 5 August 2021 with an expiry date of 31 August 2023 with no restrictions.
- The annual inspection carried out on the aircraft prior to the accident was on 14 January 2022 and was certified at 203.7 airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 14 January 2021 with an expiry date of 13 January 2023 or at 303.7 hours of flight time, whichever occurs first unless the aircraft is involved in an accident or becomes unserviceable.
- The aircraft had an Authority to Fly (ATF) which was initially issued on 2 March 2020 with an expiry date of 31 March 2022.
- The pilot uplifted 65.7 litres of AVGAS 100LL on 5 February 2022 and flew 0.8 hours on the same day. According to the pilot, the aircraft had approximately 110 litres of fuel remaining after the accident.

Extracts from the Civil Aviation Regulations (CAR) 2011:

91.01.1 Applicability

(1) Subject to the provisions of sub-regulation (2), this Part applies to—

- (a) aircraft operated within the Republic whether registered in South Africa or in a foreign country;
- (b) aircraft registered in the Republic and operated internationally;
- (c) persons acting as crew members in the Republic;
- (d) persons who are on board an aircraft operated under this Part; and
- (e) crew members licensed in terms of these Regulations whether operating a South African or foreign registered aircraft.

(2) Additional rules to, and exemptions from, the provisions of this Part, are prescribed, in respect of—

- (c) operation of non-type certificated aircraft, in Part 94.

91.06.1 Landing on roads

No person shall use a public road as a place of landing or take-off in an aircraft, except—

- (a) in the case of an emergency involving the safety of the aircraft or its occupants;
- (b) for the purpose of saving human lives; or
- (c) when involved in civil defence or law-enforcement operations: Provided that at all times reasonable care is taken for the safety of others with due regard to the prevailing circumstances.

**Probable cause**

- The pilot lost directional control of the aircraft and veered off to the right of the gravel road after the right wing collided with a thorn bush during landing.

**Contributing factor:**

- No inspection of the gravel road prior to landing.
- Landing on a road is in contravention of CAR 2011, Part 91.06.1 as amended.

**Safety Action/s**

None.

**Safety Message**

Pilots are reminded to operate their aircraft in line with the CAR 2011 as amended as that will prevent damage to property and, possibly, loss of life.

<b>Purpose of the Investigation</b>	
<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 <b>not to apportion blame or liability</b>.</i>	
<b>About this Report</b>	
<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>	
<b>Disclaimer</b>	
<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**