

**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10466						
<b>Classification</b>	Accident	<b>Date</b>	22 June 2024		<b>Time</b>	0700Z	
<b>Type of Operation</b>	Training (Part 141)						
<b>Location</b>							
Place of Departure	Wonderboom Aerodrome (FAWB), Gauteng Province		Place of Intended Landing	Wonderboom Aerodrome (FAWB), Gauteng Province			
Place of Occurrence	On Runway 29 at Wonderboom Aerodrome (FAWB), Gauteng Province						
GPS Co-ordinates	Latitude	26°39'12" S	Longitude	028°13'12" E	Elevation	4 095 ft	
<b>Aircraft Information</b>							
Registration	ZS-CZU						
Make; Model; S/N	Piper Aircraft; PA-28-180 (Serial Number: 28-971)						
Damage to Aircraft	Minor			Total Aircraft Hours	3 804.28		
<b>Pilot-in-command</b>							
Licence Type	Student Pilot Licence (SPL)		Gender	Female		Age	20
Licence Valid	Yes	Total Hours	33		Total Hours on Type	33	
Total Hours Past 30 Days	4.8		Total Flying Hours on Type Past 90 Days	6.1			
<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, 22 June 2024, a Grade 2 flight instructor (FI) and a student pilot on-board a Piper PA-28-180 Cherokee aircraft with registration ZS-CZU were conducting a training flight (circuit training) from Wonderboom Aerodrome (FAWB) in Gauteng province with the intention to land at the same aerodrome. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The FI stated that he first conducted a short briefing with the student pilot in preparation for her check flight. Thereafter, the student pilot took off from Runway 29 and the aircraft climbed to the circuit altitude (1 000 feet [ft] above ground level [AGL]) and conducted four circuit-and-landing exercises which were uneventful. After the fourth circuit, the student pilot landed and taxied the aircraft to the apron. The FI disembarked from the aircraft to allow the student pilot to execute her initial solo flight. The student pilot took off from Runway 29 and completed the first circuit, followed by a normal landing. However, during the landing roll, the student pilot prematurely executed a right turn to vacate the active runway onto Taxiway C.</p>							

At that point, the aircraft was still rolling at high speed, consequently, it banked to the right which resulted in the right-wing tip impacting the ground and the propeller striking the ground. The aircraft sustained minor damage. The student pilot was not injured.



The aircraft sustained minor damage to the propeller blade tip

**Figure 1:** The damaged propeller blade. (Source: Operator)



Minor scratches to the right-wing tip

**Figure 2:** The right-wing tip with minor scratches. (Source: Operator)

<b>Findings</b>
<ol style="list-style-type: none"> <li>1. The student pilot was initially issued a Student Pilot Licence (SPL) by the South African Civil Aviation Authority (SACAA) on 22 August 2023 with an expiry date of 21 August 2024. The student pilot had flown a total of 33 hours on the aircraft type. The student pilot had the aircraft type endorsed on her licence.</li> <li>2. The student pilot had a valid Class 2 aviation medical certificate that was issued on 15 August 2023 with an expiry date of 31 August 2028.</li> <li>3. The aircraft's Certificate of Registration (C of R) was issued to the present owner on 2 July 2021.</li> <li>4. The aircraft had a valid Certificate of Airworthiness (C of A) that was issued on 12 September 2003. The latest C of A had an expiry date of 30 January 2025.</li> <li>5. The last 100-hour annual inspection was certified on 21 September 2023 at 3 794.00 total airframe hours.</li> <li>6. The aircraft was issued a Certificate of Release to Service (CRS) on 29 April 2024 at 3 726.00 hours with an expiry date of 29 April 2025 or at 3 826.00 hours, whichever occurs first. There were no defects recorded in the flight folio at the time of the flight.</li> <li>7. The training school had a valid Approved Training Organisation (ATO) Certificate that was issued on 25 November 2022 with an expiry date of 31 January 2028.</li> </ol>
<b>Probable Cause</b>
The student pilot prematurely executed a right turn to vacate the active runway (Runway 29) onto Taxiway C at high speed; consequently, the aircraft banked to the right which resulted in the right-wing tip impacting the ground and the propeller striking the ground.
<b>Contributing Factor</b>
Lack of experience.
<b>Safety Action(s)</b>
None.
<b>Safety Message / Safety Recommendation</b>
None.
<b>About this Report</b>
<i>The decision to conduct a limited investigation is based on factors including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited 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 limited report. The report has been compiled using</i>

*information supplied in the initial notification, as well as from follow-up desk top enquiries 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 occurrence.*

*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**

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, 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.*

**Disclaimer**

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

**This report is issued by: Koketjo  
Accident and Incident Investigations Division  
South African Civil Aviation Authority  
Republic of South Africa**