

LIMITED ACCIDENT INVESTIGATION

Reference Number		CA18/2/3/10011					
Classification	Accident	Date	9 June 2021	Time	0830Z		
Type of Operation		Training (Part 141)					
Location							
Place of Departure		Rand Airport (FAGM)		Place of Intended Landing		Rand Airport (FAGM)	
Place of Incident		Rand Airport, Runway 35					
GPS Co-ordinates	Latitude	S 26°14'40"	Longitude	E 28°09'07"	Elevation	5473ft	
Aircraft Information							
Registration		ZS-OFU					
Model/Make		Cessna 172N					
Damage to Aircraft		Substantial		Total Aircraft Hours		9017	
Pilot-in-command							
Licence Valid		Yes	Gender	Female	Age	21	
Licence Type		Student Pilot Licence (Aeroplane)					
Total Hours on Type		22.2		Total Flying Hours		22.2	
People On-board	1+0	Injuries	0	Fatalities	0	Other (On ground)	0
What Happened		<p>On 9 June 2021, a pilot on-board a Cessna 172N aircraft with registration mark ZS-OFU took off from Rand Airport (FAGM) in Gauteng province with the intention to undertake circuit training. When she was on final approach for Runway 35 during her first solo circuit and while monitoring airspeed and altitude, she stated that the aircraft started to lose height rapidly. The pilot then pulled back on the control column and the stall warning sounded moments later. Thereafter, the aircraft ballooned and the pilot tried to land but the aircraft bounced and landed nose wheel first. The aircraft sustained substantial damages, however, the pilot was not injured during the accident.</p> <p>The cause of the accident was due to the pilot losing control of the aircraft because of an</p>					

unstable approach during landing; this resulted in a stall. The aircraft landed hard with the nose wheel first.	
Safety Action/s	
None.	
Safety Message and/or Safety Recommendation/s	
None.	
Purpose of the Investigation	
<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 not to apportion blame or liability.</i>	
About this Report	
<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>	
Disclaimer	
<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**