

LIMITED ACCIDENT INVESTIGATION REPORT

Reference Number	CA18/3/2/10028						
Classification	Accident	Date	26 July 2021	Time	1120Z		
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Morning Star Airfield, Western Cape Province			Place of Intended Landing	Wintervogel Airfield, Western Cape Province		
Place of occurrence	Wintervogel Airfield, Western Cape province						
GPS Co-ordinates	Latitude	S 33°37' 674"	Longitude	E18°40'947"	Elevation	350 ft	
Aircraft Information							
Registration	ZS-MDF						
Model/Make	Cessna 172M Skyhawk II (Serial Number: 172-63912)						
Damage to Aircraft	Substantial			Total Aircraft Hours	6608.6		
Pilot-in-command							
Licence Type	Student Pilot Licence (SPL)			Gender	Male	Age	43
Licence Valid	Yes						
Total Hours on Type	705.1			Total Flying Hours	1172		
People On-board	1 + 1	Injuries	0	Fatalities	0	Other	0
What Happened							
<p>On Monday, 26 July 2021, a flight instructor and a student pilot on-board a Cessna 172M Skyhawk II aircraft with registration ZS-MDF were on a training flight from Morning Star Airfield situated in Cape Town, Western Cape province, destined for Wintervogel Airfield situated north of Cape Town. Good weather conditions prevailed on the day. The flight instructor was the pilot monitoring (PM) and the student pilot was the pilot flying (PF). The instructor reported that take-off from Morning Star Airfield was normal and the entire segments of the flight were uneventful. Upon approach for Wintervogel Airfield, the student pilot configured the aircraft for a normal approach on Runway 02, and the flaps were lowered to 20 degrees. The wind at the time was estimated to be approximately 10 knots and was gusting 15 knots at 350 degrees. According to the Pilot's Operating Handbook (POH), the crosswind limitation for Cessna 172 aircraft is 17 knots. The flight instructor reported that before touch down, the aircraft experienced a left crosswind which caused the student pilot to lose directional control of the aircraft. The aircraft drifted off to the right-side of the runway's centreline and landed hard on the wet grass area. During the landing roll, the nose gear strut collapsed and the propeller struck the ground. The aircraft sustained substantial damage, however, the instructor and the student pilot were not injured.</p>							



Figure 1: The aircraft's wheel tracks and final resting position post-accident. (Source: Pilot)



Figure 2: The aircraft as it came to rest. (Source: pilot)

It is likely that the aircraft was unstable during approach for landing, resulting in a hard landing where after the pilot lost directional control of the aircraft as it veered off to the right-side of the runway during which the nose gear broke before the aircraft came to a stop.

Probable cause:

The aircraft was unstable during approach for landing, resulting in a hard landing where after the pilot lost directional control of the aircraft as it veered off to the right-side of the runway during which the nose gear broke before the aircraft came to a stop.

Safety Action/s
None.
Safety Message/s and/or Safety Recommendation/s
Safety message: During initial pilot training, instructor pilots are advised to be cautious when giving instructions during high-risk phases of flight such as take-off and landings.
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**