



LIMITED ACCIDENT INVESTIGATION REPORT
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Reference Number		CA18/2/3/10053					
Classification	Accident	Date	10 October 2021	Time	0831Z		
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Mosselbay Aerodrome (FAMO), Western Cape Province			Place of Intended Landing	FAMO, Western Cape Province		
Place of Accident	Runway (RWY) 28 FAMO						
GPS Co-ordinates	Latitude	34°9'21.96" S	Longitude	22°3'20.52" E	Elevation	526 ft	
Aircraft Information							
Registration	ZU-STB						
Model/Make	Sling 2 (Serial number: 244)						
Damage to Aircraft	Substantial		Total Aircraft Hours	2009.7			
Pilot-in-command							
Licence Valid	Yes	Gender	Male	Age	19		
Licence Type	Student Pilot Licence (Aeroplane)						
Total Hours on Type	25.3		Total Flying Hours	25.3			
People On-board	1+0	Injuries	0	Fatalities	0	Other (On Ground)	0
What Happened							
<p>On Sunday morning, 10 October 2021, a student pilot on-board a Sling 2 aircraft with registration ZU-STB took off on a training flight from Runway 28 (RWY 28) at Mosselbay Aerodrome (FAMO) in the Western Cape province. The training flight, which was intended to be conducted at FAMO, was a solo consolidation of circuit-and-landing exercises. The flight was conducted under visual flight rules (VFR) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended. Clear weather conditions prevailed at the time leading to the accident.</p> <p>The student pilot stated that he completed four uneventful circuits. During the fifth circuit while on touch down, landing RWY 28, the aircraft bounced three times, whereafter, the instructor advised the student pilot over the radio to do a go-around as he was watching from the air traffic control (ATC) tower. The student pilot added power to initiate a go-around and, immediately thereafter, rejected the go-around by pulling the power back to idle after feeling misalignment on the nose wheel and hearing the propeller blades striking the runway surface. The left-wing tip scraped the</p>							

runway and the aircraft skidded off to the left-side and came to a stop 5 metres (m) from the runway edge on the grass. The student pilot had a total of 23 dual hours and 2.3 solo hours at the time of accident.

The student pilot did not sustain any injuries; the aircraft sustained substantial damage to the nose gear, the left-wing tip and the propeller blades.



Figure 1: Photo of the aircraft after it came to a stop. (Source: Pilot)



Figure 2: Front view of the aircraft showing damage to the propeller and nose landing gear. (Source: Pilot)

What was found:

- The student pilot was issued a Student Pilot Licence (SPL) Aeroplane on 25 January 2021 with an expiry date of 18 January 2023. His Class 2 medical certificate was issued on 12 January 2021 with an expiry date of 31 January 2022, with corrective lenses restriction.
- The mandatory periodic inspection (MPI) carried out on the aircraft prior to the accident flight was conducted on 20 August 2021 and was certified at 1997.6 airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 20 August 2021 with an expiry date of 19 August 2022 or at 2097.6 hours of flight time, whichever occurs first unless the aircraft is involved in an accident or becomes unserviceable.
- The aircraft was initially issued an Authority to Fly (ATF) on 7 August 2017 with an expiry date of 31 August 2022.
- The approach was unstable which resulted in the aircraft touching down with the nose gear first instead of the main gears; the aircraft bounced three times. The nose gear bent, the propeller struck the runway and the aircraft veered off the runway before it stopped on the grass.

Probable Cause:

During landing, the aircraft bounced three times on touch down, causing the nose wheel to bend and the pilot to lose control of the aircraft.

Safety Action/s

None.

Safety Message

None.

Purpose of the Investigation

*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**.*

About this Report

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.

This report provides an opportunity to share safety message/s in the absence of an investigation.

*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.*

Disclaimer

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

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**