

LIMITED SERIOUS INCIDENT INVESTIGATION REPORT

Reference Number	CA18/3/2/1351						
Classification	Serious Incident	Date	2 July 2021	Time	0907Z		
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Virginia Airfield (FAVG)	Place of Intended Landing	Virginia Airfield (FAVG)				
Place of Accident	Runway 05 at Virginia Airfield (FAVG) in KwaZulu-Natal, Province						
GPS Co-ordinates	Latitude	S 29° 46' 19"	Longitude	E 31° 3' 26"	Elevation	27 ft	
Aircraft Information							
Registration	ZS-FEK						
Model/Make	Piper PA-28-140						
Damage to Aircraft	Minor	Total Aircraft Hours	10 551.94				
Pilot-in-command							
Licence Valid	Yes	Gender	Female	Age	21		
Licence Type	Student Pilot Licence (Aeroplane)						
Total Hours on Type	31.5		Total Flying Hours	35.4			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (On Ground)	0
What Happened							
<p>On 2 July 2021, an instructor and a student pilot on-board a Piper Cherokee aircraft with registration ZS-FEK took off from Virginia Aerodrome (FAVG) in KwaZulu-Natal province for circuit training exercises on Runway 05. The flight was conducted under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The instructor reported that they completed three touch-and-go circuits, thereafter, he disembarked the aircraft. The student pilot then took off on a solo circuit training. On landing and upon touch down, the student pilot reported that the aircraft was veering off towards the right-side of the runway. To correct the direction of the aircraft, the student pilot initially applied power and, immediately thereafter, decreased power and depressed the left rudder to steer the aircraft to the left. However, the aircraft lost directional control and veered off to the left-side of the runway; it then ground-looped approximately 180° before coming to rest facing the opposite direction from which it had approached.</p>							

The aircraft sustained minor damage to the nose gear during the incident sequence, and the student pilot was not injured.



Figure 1: The aircraft at the accident site. (Source: Approved Training Organisation)

Post-incident inspection revealed no fault with the nose gear prior to the flight; the gear was damaged due to the student pilot executing incorrect technique during landing.



Figure 2: The nose landing gear post-accident. (Source: Approved Training Organisation)

It is likely that the student pilot approached the runway and touched down with the right rudder

<p>depressed, resulting in the aircraft veering off to the right-side. To correct the direction of the aircraft, the student pilot used incorrect recovery technique by applying power and, immediately thereafter, decreasing power and depressing the left rudder to steer the aircraft to the left-side, instead of just applying left rudder to steer the aircraft.</p> <p>Probable cause:</p> <p>The student pilot touched down with the right rudder applied which caused the aircraft to veer off to the right. The student pilot corrected the direction by steering to the left, however, he lost control and the aircraft veered off to the left-side of the runway.</p>
<p>Safety Action/s</p> <p>The student pilot completed a remedial flight with a Grade 2 instructor on 22 July 2021. The instructor assessed her landing technique and, later, flew for 0.7 hours before being signed off.</p>
<p>Safety Message and/or Safety Recommendation/s</p> <p>None.</p>
<p>Purpose of the Investigation</p> <p><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></p>
<p>About this Report</p> <p><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></p> <p><i>This report provides an opportunity to share safety message/s in the absence of an investigation.</i></p> <p><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></p>
<p>Disclaimer</p> <p><i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i></p>

This report is issued by:

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