



LIMITED SERIOUS INCIDENT INVESTIGATION REPORT
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Reference Number		CA18/3/2/1361					
Classification	Serious Incident	Date	5 August 2021		Time	1039Z	
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Beaufort West Aerodrome (FABW)		Place of Intended Landing	Beaufort West Aerodrome (FABW)			
Place of Occurrence	Runway 26, Beaufort West Aerodrome (FABW), Western Cape province						
GPS Co-ordinates	Latitude	32° 18' 04.57" S	Longitude	022° 40' 07.72" E	Elevation	4 750ft	
Aircraft Information							
Registration	ZS-FIA						
Model/Make	Cessna 172S						
Damage to Aircraft	None		Total Aircraft Hours	5 514.4 hours			
Pilot-in-command							
Licence Valid	Yes		Gender	Male	Age	22	
Licence Type	Student Pilot Licence (SPL) Integrated Course						
Total Hours on Type	26.2 hours		Total Flying Hours	26.2 hours			
People On-Board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On 5 August 2021 at about 1030Z, a student pilot on-board a Cessna 172S aircraft with registration mark ZS-FIA took off on an initial solo flight from Beaufort West Aerodrome (FABW), Western Cape province, and later landed back at the same aerodrome at about 1039Z. Fine weather conditions prevailed at the time of the flight.</p> <p>During the landing roll on Runway 26, the student pilot overheard radio communication between air traffic control (ATC) and another pilot that they should orbit whilst the ZS-FIA aircraft vacates the runway. The student pilot then decided to apply power to expedite vacating the active runway to accommodate landing traffic behind him. However, the increased taxi speed resulted in a wide turn radius and the aircraft vacating to the left of taxiway C, before coming to rest about 40 metres away (from taxiway C).</p> <p>There was no damage to the aircraft, and the student pilot was not injured during the serious incident sequence.</p>							



Figure 1: Aerial view of FABW. The blue arrow shows touchdown point; the yellow arrow shows the point where aircraft came to rest. (Source: Google Earth)

Post-incident, the student pilot was debriefed by his instructor as well as his mentor instructor. Subsequently, he flew 2.4 hours solo remedial with no further problems. The student pilot had no previous incidents or concerns prior to the serious incident.

Probable cause:

During the landing roll, the student pilot increased taxi speed to expedite exiting the runway, which resulted in the aircraft vacating to the left of the taxiway.

Safety Action

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

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This report is issued by:

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