

**LIMITED SERIOUS INCIDENT INVESTIGATION REPORT**

<b>Reference Number</b>	CA18/3/2/1372						
<b>Classification</b>	Serious Incident	<b>Date</b>	14 September 2021	<b>Time</b>	0806Z		
<b>Type of Operation</b>	Training (Part 141)						
<b>Location</b>							
Place of Departure	Wonderboom Aerodrome (FAWB)		Place of Intended Landing	Wonderboom Aerodrome (FAWB)			
Place of Occurrence	Runway 11, Wonderboom Aerodrome (FAWB), Gauteng Province						
GPS Co-ordinates	Latitude	25° 39' 11.63" S	Longitude	028° 13' 32.20" E	Elevation	4 078ft	
<b>Aircraft Information</b>							
Registration	ZS-CZU						
Model/Make	Piper PA-28-180 Cherokee						
Damage to Aircraft	None		Total Aircraft Hours	3 385.6			
<b>Pilot-in-command</b>							
Licence Valid	Yes		Gender	Male		Age	19
Licence Type	Student Pilot Licence (SPL) Aeroplane						
Total Hours on Type	9.3		Total Flying Hours	49.5			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
<b>What Happened</b>							
<p>On Tuesday morning, 14 September 2021, a student pilot on-board a Piper PA-28-180 Cherokee aircraft with registration ZS-CZU was conducting solo circuit training exercises at Wonderboom Aerodrome (FAWB). Fine weather conditions prevailed with the surface wind of 3 knots (kts) and the temperature at 27°C. No flight plan was filed.</p> <p>According to the student pilot, the first touch-and-go exercise on Runway 11 was completed uneventfully. During the second touch-and-go on the same runway, the student pilot lost directional control of the aircraft and it veered off to the left-side of the runway; however, the student pilot managed to bring the aircraft to a stop approximately 400 metres (m) from the end of the runway (threshold).</p> <p>The student pilot was not injured during the incident; he disembarked the aircraft unassisted. There were no damages to the aircraft.</p> <p>Post-incident investigation revealed the following findings:</p> <ul style="list-style-type: none"> <li>• Examination of the aircraft's flight folio had no outstanding defects that required rectification relating to the aircraft's steering mechanism prior to the serious incident.</li> <li>• Before the student pilot flew his solo consolidation circuits, he had completed three circuits with an instructor, during which he made three uneventful landings.</li> </ul>							

- According to the aircraft's flight folio page serial number 33449, no defect relating to the aircraft's steering mechanism was recorded by the student pilot or his instructor on the day the serious incident occurred.
- According to the latest Certificate of Release to Service (CRS) issued for ZS-CZU, the aircraft's last Mandatory Periodic Inspection (MPI) was carried out on 19 August 2021 at 3 597.80 hours. At the time of the serious incident, the aircraft had accumulated 3 640.95 hours and had been flown for 43.15 hours since the said MPI.
- The last maintenance was carried out by an aircraft maintenance organisation (AMO) with a valid approval certificate. The aircraft maintenance engineer (AME) who carried out the last maintenance was appropriately licenced to carry out maintenance on the aircraft type.

**Probable cause:**

It is likely that the student pilot landed hard and lost directional control of the aircraft, which resulted in the aircraft veering off to the left-side of the runway.

**Safety Action(s)**

None.

**Safety Message(s)**

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**