

AIRCRAFT ACCIDENT SHORT REPORT

CA18/2/3/9681: ZS-SWS Student lost control during touch and go

Date and time : 12 January 2018 1820Z
Location : Runway 26, Beaufort West (FABW)
Occurrence category : CAT 2
Occurrence type : Accident
Aircraft registration : ZS-SWS
Aircraft manufacturer and model : Piper Aircraft Corporation PA44-180
Last Point of departure : FABW
Next point of intended landing : FABW
Location of accident site with reference to easily defined geographical points (GPS readings if possible) : Runway 26 FABW (GPS S 32° 21'10.30" E 022° 35' 02.79")
Meteorological Information : Wind: 180°/10 kts, CAVOK, temperature: 20 °C
Type of operation : Training (Part 91)
Persons on board : 2+0
Injuries : 0
Damage to aircraft : Left wing leading edge, right main gear and right flap

All times given in this report are Coordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (2011) this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or accidents and **not to establish blame or liability.***

Disclaimer:

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

1 SYNOPSIS

1.1 A student and an instructor took off from FABW for circuit training at night. Taxi and take-off were uneventful. During the first touch and go, the aircraft started drifting to the right and the student lost control of the aircraft. The instructor took control, but the aircraft continued drifting and exited the runway on the right-hand side. The aircraft came to rest 100 m west of the runway facing the direction of landing.

1.2 The student and instructor did not sustain any injuries. The aircraft sustained damage to the right-hand main gear, the leading edge of the left wing tip and the right wing flap.

2 FACTUAL INFORMATION

2.1 The instructor and student pilot took off from FABW for circuit training at night. Their taxi and take-off were uneventful. During their landing after the first touch-down, the aircraft started drifting to the right. The instructor took control of the aircraft, but it continued drifting. The aircraft exited the runway on the right-hand side and came to a stop 100 m west of the runway facing the direction of landing.

2.2 The instructor and student were not injured. The aircraft sustained damage to the leading edge of the left wing, right main gear and right flap.



Figure 1: The aircraft on the day after the accident (Photo courtesy of the instructor)

2.3 The student pilot had a total of 100. 2 hours and 10. 1 on type. The aircraft had 2243. 2 airframe hours at the time of the accident. The last mandatory periodic inspection was on 14 December 2017 at 2196. 1. The aircraft had since flown 47. 1 hours. The aircraft was maintained according to manufacturer's requirements.



Figure 2: Google earth image of FABW

3. INVESTIGATION REVEALED THE FOLLOWING:

- 3.1 The student pilot has a total of 100.2 hours and 10.1 on type.
- 3.2 The aircraft had 2243.2 airframe hours at the time of the accident. The last mandatory periodic inspection was on 13 December 2017 at 2196.1 hours. The aircraft has since flown 47.1 hours. The aircraft had no defects
- 3.3 Weather conditions were fine and did not contribute to the cause of the accident.

4 PROBABLE CAUSE/CONTRIBUTING FACTOR

- 4.1 The student pilot lost control of the aircraft during touch and go.
- 4.2 Loss of directional control
- 4.3 Poor technique

5 REFERENCES USED IN THE REPORT

- 5.1 None.

6 SAFETY RECOMMENDATION

6.1 None.

7 ORGANISATION

7.1 None.