SOUTH AFRICAN



Section/division Occurrence Investigation

## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

Type of Aircraft         Flight Design CTSW         Type of Operation         Training           Pilot-in-command Licence Type         Student Pilot         Age         43         Licence Valid         Yes           Pilot-in-command Flying Experience         Total Flying Hours         35.2         Hours on Type         35.2           Last point of intended landing         Brits Aerodrome         Aviators Paradise Aerodrome						Reference:		CA18/2/3/8312		
Pilot-in-command Licence Type         Student Pilot         Age         43         Licence Valid         Yes           Pilot-in-command Flying Experience         Total Flying Hours         35.2         Hours on Type         35.2           Last point of intended landing         Brits Aerodrome         Aviators Paradise Aerodrome         Location of the accident site with reference to easily defined geographical points (GPS readings if possible)           To the left of Runway 02 at Brits Aerodrome.         Meteorological Information         Wind: Southerly at 5 Knots Temperature: 17°C Visibility: CAVOK           Wumber of people on board         1 + 0         No. of people filled 0         O           Synopsis         Introduction and the pilot of fill solo circuits and landing exercises at Brits Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators Paradise's Aerodrome.         He geode to the centre line, when he suddenh exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenh exercise on the left rudder people aligned. The aircraft started to thim apper to conduct a go-around and the aircraft became airCraft started to film apply til power to conduct a go-around and the aircraft became aircraft at a suit veering to the left and the aircraft the aircraft the applying opposite aileron. Dut was unable to correct the aircraft started to the firm of the applying popsite aligned. Dut was unable to correct the aircraft the impacted with a jungle gym and fence next to the club house.           The aircraft had a v	Aircraft Registration	ZU-ECO		Date of Accident	16	16 June 2007		Time of Accident	t 1440Z	
Pilot-in-command Flying Experience         Total Flying Hours         35.2         Hours on Type         35.2           Last point of departure         Aviators Paradise Aerodrome         Brits Aerodrome         Experience         Total Flying Hours         35.2         Hours on Type         35.2           Location of the accident site with reference to ceasily defined geographical points (GPS readings if possible)         To the left of Runway 02 at Brits Aerodrome.         Evetorological Information         Wind: Southerly at 5 Knots Temperature: 17 °C Visibility: CAVOK           Weteorological Information         Wind: Southerly at 5 Knots Temperature: 17 °C Visibility: CAVOK         Synopsis           The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits a Aviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise when he executed a touch and go landing and lander on texercaft was unable to correct the aircr	Type of Aircraft		Flight D	Design CTSW	esign CTSW Type of Op		ion	Training		
ast point of departure         Aviators Paradise Aerodrome           Next point of Intended landing         Brits Aerodrome           Oncation of the accident site with reference to easily defined geographical points (GPS readings if possible)           To the left of Runway 02 at Brits Aerodrome.           Weteroological Information           Witcome of people on board         1 + 0           No. of people injured         1 + 0           No. of people killed         0           Synopsis         No. of people injured         1 + 0           The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits at Aviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on the left rudder pedal with the rudder fully applied/deflected.           Aerodrome he executed a touch and go landing and landed to the left of the centre line, when he suddenly acreat the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected.           Vected to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started the aircraft the satimited to hospital after the accident although he sustained only minor injuries. The aircraft was attensively damaged on impact.           The pilot sax and counds with the inder foll was admitted to hospital after the accident although he sustained only minor injuries. The air			Student Pilot	Age			Licence Valid	Yes		
ast point of departure         Aviators Paradise Aerodrome           Next point of Intended landing         Brits Aerodrome           Oncation of the accident site with reference to easily defined geographical points (GPS readings if possible)           To the left of Runway 02 at Brits Aerodrome.           Weteroological Information           Witcome of people on board         1 + 0           No. of people injured         1 + 0           No. of people killed         0           Synopsis         No. of people injured         1 + 0           The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits at Aviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on the left rudder pedal with the rudder fully applied/deflected.           Aerodrome he executed a touch and go landing and landed to the left of the centre line, when he suddenly acreat the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected.           Vected to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started the aircraft the satimited to hospital after the accident although he sustained only minor injuries. The aircraft was attensively damaged on impact.           The pilot sax and counds with the inder foll was admitted to hospital after the accident although he sustained only minor injuries. The air				Total Flving Hours		35.2		Hours on Type	35.2	
Vext point of intended landing         Brits Aerodrome           Location of the accident site with reference to easily defined geographical points (GPS readings if possible)           To the left of Runway 02 at Brits Aerodrome.           Weteorological Information         Wind: Southerly at 5 Knots Temperature: 17 °C Visibility: CAVOK           Vumber of people on board         1 + 0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         Interview of the accident site with reference to easily defined geographical points (GPS readings if possible)           The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits a Viators Paradise's Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators Paradise's Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Runway 02. On the second circuit and landing exercise on Bunway 02. On the second circuit and landing exercise on a brits Aerodrome. The aircraft stated to apply full power to conduct a go-around and the aircraft became airborne. The aircraft stated to fire decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft stated to the aircraft then impacted with a jungle gym and fence next to the club house.           The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was extensively damaged on impact.           The aircraft thad a valid Authority to Fly, which was issued on 19 October 2006. The Annual Inspection prior to the accident was in possession of a v	, , ,			, 5						
Cocation of the accident site with reference to easily defined geographical points (GPS readings if possible) To the left of Runway 02 at Brits Aerodrome. Weteorological Information Wind: Southerly at 5 Knots Temperature: 17*C Visibility: CAVOK Wumber of people on board 1 + 0 No. of people injured 1 + 0 No. of people killed 0 Synopsis The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits a diviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators Paradise's Aerodrome. At Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenh heard a noise and realised that the left had main wheel went off the runway surface. He was so shocked that he tares at the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected. 4e decided to apply full power to conduct a go-around and the aircraft the aircraft the still vering to the left and ha tarempted to correct the situation with the control stick by applying opposite aileron, but was unable to correct the aircraft. The aircraft that on impacted with a jungle gym and fence next to the club house. The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was extensively damaged on impact. The aircraft had a valid Authority to Fly, which was issued on 19 October 2006. The Annual Inspection on the aircraft According to available records the Approved Person (AP) that certified the last Annual Inspection on the aircraft According to available records the Approved Person (AP) that certified the last Annual Inspection on the aircraft According to available records the Approved Person (AP) that certified the last Annua	<u> </u>									
Meteorological Information         Wind: Southerly at 5 Knots Temperature: 17 °C Visibility: CAVOK           Number of people on board         1 + 0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         I         1         0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         I         1         0         No. of people killed         0           The pilot stated that he and his instructor allowed the pilot to fly solo circuits and landing exercises at Brits         Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators           Paradise's Aerodrome.         At Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenh sercise on the new ortors with his left foot froze on the left rudder pedal with the rudder fully applied/deflected.           4 decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started to film to approximately 100 ft above ground level (AGL), but the aircraft was still veering to the left and the aircraft became airborne. The aircraft was still veering to the left and the aircraft. The aircraft then impacted with a jungle gym and fence next to the club house.           The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was stillecraft and a valid Authority to Fly, which was issued on 19 Octobe	Location of the accident site with reference to easily defined geographical points (GPS readings if possible)									
Meteorological Information         Wind: Southerly at 5 Knots Temperature: 17 °C Visibility: CAVOK           Number of people on board         1 + 0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         I         1         0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         I         1         0         No. of people killed         0           The pilot stated that he and his instructor allowed the pilot to fly solo circuits and landing exercises at Brits         Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators           Paradise's Aerodrome.         At Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenh sercise on the new ortors with his left foot froze on the left rudder pedal with the rudder fully applied/deflected.           4 decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started to film to approximately 100 ft above ground level (AGL), but the aircraft was still veering to the left and the aircraft became airborne. The aircraft was still veering to the left and the aircraft. The aircraft then impacted with a jungle gym and fence next to the club house.           The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was stillecraft and a valid Authority to Fly, which was issued on 19 Octobe	To the left of Runway 02	2 at Brits	Aerodr	ome.						
Number of people on board         1 + 0         No. of people injured         1 + 0         No. of people killed         0           Synopsis         Interpretation         I	-									
The pilot stated that he and his instructor took off from Aviators Paradise Aerodrome. He flew three circuits a Aviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators Paradise's Aerodrome. At Brits Aerodrome he completed a circuit and landing and landed to the left of the centre line, when he suddenly exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenly roze at the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected. He decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started to limb to approximately 100 ft above ground level (AGL), but the aircraft was still veering to the left and he aircraft. The aircraft then impacted with a jungle gym and fence next to the club house. The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was extensively damaged on impact. The aircraft had a valid Authority to Fly, which was issued on 19 October 2006. The Annual Inspection prior to the accident was certified on 8 June 2007 at a total of 328 airframe hours and the aircraft had flown 42 hours since he Annual Inspection was certified. According to available records the Approved Person (AP) that certified the last Annual Inspection on the aircraft Arrica and MISASA, AP Number.008. The flying school held a valid Aviation Training Organisation Approval Certificate, CAA/0248, which was issued on 5 February 2007 with an expiry date of 5 January 2008. The Civil Aviation Authority audited the Aviation Fraining Organisation on 25 January 2007 and an Ad-Hoc inspection was conducted on 3 May 2007. No findings where raised during these audits. <b>Probable Cause</b> Unsuccessful go around. Contributory: Error in judgement with regard to the fact that						-		0		
Aviators Paradise where after his instructor allowed the pilot to fly solo circuits and landing exercises at Brits Aerodrome which is only 12 nm away and due to the fact that Brits Aerodrome's runway is wider than Aviators Paradise's Aerodrome. At Brits Aerodrome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddenly neard a noise and realised that the left hand main wheel went off the runway surface. He was so shocked that he roze at the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected. He decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started to slimb to approximately 100 ft above ground level (AGL), but the aircraft became airborne. The aircraft started to slimb to approximately 100 ft above ground level (AGL), but the aircraft the sum to be used and here attempted to correct the situation with the control stick by applying opposite aileron, but was unable to correct the aircraft. The aircraft then impacted with a jungle gym and fence next to the club house. The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was extensively damaged on impact. The aircraft had a valid Authority to Fly, which was issued on 19 October 2006. The Annual Inspection prior to the accident was certified on 8 June 2007 at a total of 328 airframe hours and the aircraft had flown 42 hours since he Annual Inspection was certified. According to available records the Approved Person (AP) that certified the last Annual Inspection on the aircraft africa and MISASA, AP Number 008. The flying school held a valid Aviation Training Organisation Approval Certificate, CAA/0248, which was issued on 5 February 2007 with an expiry date of 5 January 2008. The Civil Aviation Authority audited the Aviation Training Organisation on 25 January 2007 and a	Synopsis				-					
	Actionate when it is only 12 time away and due to the fact that bits Aerodomie's future is where that Aviators Paradise's Aerodome. At Brits Aerodome he completed a circuit and landing exercise on Runway 02. On the second circuit and landing exercise, when he executed a touch and go landing and landed to the left of the centre line, when he suddening heard a noise and realised that the left hand main wheel went off the runway surface. He was so shocked that he froze at the controls with his left foot froze on the left rudder pedal with the rudder fully applied/deflected. He decided to apply full power to conduct a go-around and the aircraft became airborne. The aircraft started to climb to approximately 100 ft above ground level (AGL), but the aircraft was still veering to the left and he aircraft. The aircraft then impacted with a jungle gym and fence next to the club house. The pilot was admitted to hospital after the accident although he sustained only minor injuries. The aircraft was extensively damaged on impact. The aircraft had a valid Authority to Fly, which was issued on 19 October 2006. The Annual Inspection prior to the accident was certified on 8 June 2007 at a total of 328 airframe hours and the aircraft had flown 42 hours since the Annual Inspection was certified. According to available records the Approved Person (AP) that certified the last Annual Inspection on the aircraft Africa and MISASA, AP Number.008. The flying school held a valid Aviation Training Organisation Approval Certificate, CAA/0248, which was issued on 5 February 2007 with an expiry date of 5 January 2008. The Civil Aviation Authority audited the Aviation Training Organisation on 25 January 2007 and an Ad-Hoc inspection was conducted on 3 May 2007. No findings where raised during these audits. <b>Probable Cause</b> Unsuccessful go around. Contributory: Error in judgement with regard to the fact that the pilot inadvertently applied the wrong technique when he flew cross controls.									
	IARC Date			Re	elease Da	ate				