

<b>AIRCRAFT INCIDENT SHORT REPORT</b>
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**CA18/3/2/1192: ZU-CIA Student lost control during touch and go**

**Date and time** : 12 January 2018 1820Z  
**Location** : Runway 11 Middelburg Airfield (FAMB)  
**Occurrence category** : CAT 2  
**Occurrence type** : Serious Incident  
**Aircraft registration** : ZU-CIA  
**Aircraft manufacturer and model** : Jabiru JABI-SP470  
**Last point of departure** : Rhino Park  
**Next point of intended landing** : Rhino Park  
**Location of accident site with reference to easily defined geographical points (GPS readings if possible)** : Runway 11 FAMB (GPS S 25° 41' 05" E 029° 26' 24")  
**Meteorological Information** : Wind: 180°/10 kts CAVOK temperature: 20°  
**Type of operation** : Training (Part 141 )  
**Persons on board** : 1+0  
**Injuries** : 0  
**Damage to aircraft** : Propeller, undercarriage, firewall and front lower engine cowling

*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 pilot took off from Rhino Park on a solo navigation flight. The intention was to complete a touch and go at FAWB (Wonderboom Airfield) and FAMB (Middelburg Airfield), then return to Rhino Park. The flight to FAWB was uneventful. On touchdown at FAMB, the aircraft veered off the runway to the left. The pilot tried to correct the direction, but was unsuccessful. She then decided to apply full power and attempted to take off, but was unsuccessful. The aircraft then exited the runway

and went into a ditch. This caused the aircraft to nose over and come to rest in an inverted position. The pilot did not sustain any injuries. The aircraft was substantially damaged and damages were limited to the undercarriage, front lower engine cowling, wings, propeller and the firewall.

## 2. FACTUAL INFORMATION

- 2.1 The student pilot took off from Rhino Park on a solo navigation flight. The intention was to conduct touch and go landings at FAWB and FAMB then return to Rhino Park. The flight to FAWB was uneventful.
- 2.2 The student pilot reported that she had a bad touch-down at FAMB and the aircraft veered to the left. She tried to compensate by applying right rudder, which made it worse. She thought that braking would make the situation worse. She then decided to apply full power and try to take off, but the aircraft exited the runway, went into a ditch and nosed over.
- 2.3 The student pilot had flown a total of 14.3 hours and 5.3 on type. This was her second solo navigation flight. The aircraft had 6790.9 airframe hours at the time of the accident. The last mandatory periodic inspection was on 19 December 2017 at 6780.9. The aircraft had since flown 10.7 hours. The aircraft was maintained according to the manufacturer's requirements.



Figure 1: The aircraft after coming to rest.

(Photo courtesy of the pilot)

2.4 The pilot sustained no injuries and the aircraft was substantially damaged with damage limited to the undercarriage, front lower engine cowling, wings, propeller and the firewall.



Figure 2 Google Earth image of FAMB

### 3. INVESTIGATION REVEALED THE FOLLOWING:

3.1 The student pilot had a valid student pilot license with a total of 14.3 hours and 5.3 on type. The flight was her second solo navigation flight.

3.2 The aircraft had 6790.9 airframe hours at the time of the accident. The last mandatory periodic inspection was on 19 December 2017 at 6780.9 hours and the aircraft had since flown 10.7 hours.

3.4 The aircraft had no reported defects during and before flight.

3.5 Weather conditions were fine and did not contribute to the accident.

3.6 The pilot indicated that she had a bad landing at FAMB resulting in the aircraft veering of the runway and during her attempt to take off and after taking power; the aircraft went into a ditch prior to nosing over and coming to rest in an inverted attitude.

#### **4 PROBABLE CAUSE/CONTRIBUTING FACTOR**

4.1 The student pilot lost control of the aircraft following a bad landing and in an attempt to take off; the aircraft entered a ditch and nosed over.

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.