



I00-019-0178

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## INCIDENT REPORT – EXECUTIVE SUMMARY

<b>Date of Accident</b>	12 August 2000	<b>Time of Accident</b>	0720 Z		
<b>Aircraft Registration</b>	<b>ZS-KSV</b>	<b>Type of Aircraft</b>	<b>Cessna 172 RG</b>		
<b>Name of Owner</b>		<b>Name and Number of Operator</b>			
Civair (Pty) Ltd		Cape Aero Club			
<b>Pilot-in-command Licence Type</b>	Commercial	<b>Age</b>	30	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	<b>Total Flying Hours</b>		712	<b>Hours on Type</b>	152.3
<b>Last point of departure</b>	FACT				
<b>Next point of intended landing</b>	FACT				

### Location of the accident site with reference to easily defined geographical points.

D200 Training Area

<b>Meteorological Information</b>	CAVOK				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	Nil	<b>No. of people killed</b>	Nil

### Synopsis

The student pilot and instructor were practicing an incipient spin in the D200 Training area North of Cape Town when the incident occurred.

The student was recovering from a left-hand incipient spin with the right-hand rudder pedal depressed when a snap sound was heard and rudder control was lost. The aircraft recovered from the spin and a safe landing was executed at Cape Town International airport.

On inspection of the rudder pedal assembly it was noted that cracks had developed in the rudder pedal sheet metal structure. The torque tube bearings were also worn, which could have resulted in excessive movement between the two torque tubes. This could have caused the torque tube gears to become miss-aligned allowing the rudder control cables to slacken.

The total airframe hours at the time of the accident were 5858.

Due to the fact that there are many aircraft of this type and age category (1981) used for training, it is recommended that airworthiness looks into the matter to make owners and AMO's aware of the problem. This is especially prudent due to the fact that there is no requirement to inspect this system on MPI's.

### Probable Cause

The torque tube bearings were worn to such an extent that it allowed the torque tube gears to become miss-aligned which caused the rudder cables to slacken.

