



Ref: 0347

## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### INCIDENT REPORT – EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	<b>ZS-NTO</b>	<b>Date of Incident</b>	16 August 2004	<b>Time of Incident</b>	1330Z
<b>Type of Aircraft</b>	CESSNA 172	<b>Type of Operation</b>	Training		
<b>Pilot-in-command Licence Type</b>	Student Pilot	<b>Age</b>	20	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	111.1	<b>Hours on Type</b>	111.1	
<b>Last point of departure</b>	FAWB, Wonderboom Aerodrome				
<b>Next point of intended landing</b>	FAWB, Wonderboom Aerodrome				
<b>Location of the incident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Private gravel road in the Thabazimbi district.					
<b>Meteorological Information</b>	CAVOK, Temperature approx. 26°C, Wind 350/12				
<b>Number of people on board</b>	1+0	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The student pilot was engaged in a solo cross country navigational flight from Wonderboom Aerodrome to Thabazimbi via Nylstroom and then back to Wonderboom.</p> <p>While in close proximity to Thabazimbi, a gradual reduction in engine rpm indication was observed. This condition existed for a while until the rpm stabilised at idle. The pilot stated that the aircraft descended and the engine sounded unusual until there was a complete loss of engine rpm indication.</p> <p>The student pilot then opted for a suitable landing area which was a gravel road and a safe precautionary landing was executed. The aircraft was stopped safely and shut down. The aircraft sustained no damage.</p> <p>No injuries were sustained.</p> <p>The aircraft was inspected and started on site by an Aircraft Maintenance Engineer and it was established that the tachometer cable had failed. The aircraft was flown back to home base (FAWB) with no further incident.</p> <p>The cable was replaced with a serviceable unit, and the rpm indication has since been restored to normal operation.</p> <p>The last Mandatory Periodic Inspection was certified on 12 August 2004 at 6202.3 hours and the aircraft had accumulated a further 5.3 hours at the time of this incident.</p>				
<b>Probable Cause</b>	<p>The tachometer cable failed giving no engine rpm indication which resulted in the pilot executing a precautionary landing on a private gravel road with no further incident.</p>				