



## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

|   |   |                              |                          |  |                         |       |
|---|---|------------------------------|--------------------------|--|-------------------------|-------|
|   |   |                              |                          | Reference:                                   | <b>CA18/2/3/7881</b>    |       |
| <b>Aircraft Registration</b>  | ZS-MZU  | <b>Date of Accident</b>      | 20 November 2004         |  | <b>Time of Accident</b> | 1015Z |
| <b>Type of Aircraft</b>   | Piper PA28-180  |                              | <b>Type of Operation</b> | Training                                     |                         |       |
| <b>Pilot-in-command Licence Type</b>  | Student   |                              | <b>Age</b>               | 20   | <b>Licence Valid</b>    | Yes   |
| <b>Pilot-in-command Flying Experience</b>   | Total Flying Hours  | 16.1                         |                          | Hours on Type                                | 16.1                    |       |
| <b>Last point of departure</b>  | George Aerodrome, Eastern Cape (FAGG)                                   |                              |                          |  |                         |       |
| <b>Next point of intended landing</b>   | George Aerodrome, Eastern Cape (FAGG)                                   |                              |                          |  |                         |       |
| <b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>  |   |                              |                          |  |                         |       |
| On runway 29 at George Aerodrome (GPS co-ordinates: S 34°00.4' E 022°22.5')   |   |                              |                          |  |                         |       |
| <b>Meteorological Information</b>   | The weather was fine. Surface wind 290° at 5 – 10 kts, temperature 24°C |                              |                          |  |                         |       |
| <b>Number of people on board</b>  | 1 + 1   | <b>No. of people injured</b> | 0                        | <b>No. of people killed</b>                  | 0                       |       |
| <b>Synopsis</b>   |   |                              |                          |  |                         |       |
| <p>The instructor and a student departed from George Aerodrome on a training flight to practise touch-and-go exercises. After the second successful touch-and-go landing with the instructor onboard, it was decided that the student should go solo.</p> <p>The student pilot stated that at approximately 1000Z, he took off normally from runway 29 at FAGG with 10° flaps at an indicated air speed (IAS) of 80 mph on a solo flight to practise touch-and-go landings. However, upon landing on runway 29 with full flaps at an IAS of 80 mph, the aircraft bounced back into the air. The aircraft then touched down back onto the runway, but he lost directional control when the aircraft veered to the right-hand side of the runway and ground looped through 180°. The right hand wing made contact with the ground and the propeller struck the ground.</p> <p>The student pilot was not injured during the accident. The aircraft sustained damage to the right-hand wing tip and the propeller blades.</p> <p>The flight school was in possession of a valid, accredited air operator's certificate (AOC) at the time of the accident. The last mandatory periodic inspection (MPI) prior to the accident was certified on 19 November 2004 at a total of 6 701 airframe hours. The total airframe hours at the time of the accident were 6 702.0 hours. Therefore, the aircraft had flown a further 1.00 hour since the last MPI was certified.</p> |   |                              |                          |  |                         |       |
| <b>Probable Cause</b>   |   |                              |                          |  |                         |       |
| The student pilot allowed the aircraft to balloon on landing and subsequently lost directional control.   |   |                              |                          |  |                         |       |
| IARC Date   | 21 April 2008   |                              | Release Date             | Reviewed by EM office: AIID<br>November 2009 |                         |       |