



A99-111-7102

SOUTH AFRICAN CIVIL AVIATION AUTHORITY

ACCIDENT REPORT – EXECUTIVE SUMMARY

Date of Accident	4 October 1999	Time of Accident	Approximately 1000Z		
Aircraft Registration	ZS-LWI	Type of Aircraft	Piper PA34-220T		
Name of Owner		Name and Number of Operator			
SWJ Beleggings (PTY) LTD		Private			
Pilot-in-command Licence Type	Airline Transport	Age	34	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours		3562.5 hours	Hours on Type	3 hours
Last point of departure	Lanseria Airport				
Next point of intended landing	Lanseria Airport				
Location of the accident site with reference to easily defined geographical points (plus GPS readings if possible)					
On Runway 06 at Lanseria Airport.					
Meteorological Information	Weather was fine				
Number of people on board	1	No. of people injured	Nil	No. of people killed	Nil
Synopsis	<p>The pilot completed his conversion onto the aircraft type 11 days before the accident. He was used to fly large jet aircraft. On the day of the accident he decided to do some circuit and landing practice.</p> <p>The air traffic controller reported that the aircraft bounced during the three landings the pilot carried out. After the third landing the pilot stopped and it was found that the propellers had contacted the runway surface probably during the second landing.</p> <p>This type of aircraft has a tendency to be nose heavy when there is only one or two persons onboard and the fuel tanks are close to full capacity. Usually the aircraft loose elevator authority at low speeds and the nose would drop in these loading conditions.</p> <p>The pilot said that when he “put the nose down”. The pilot was used to large jet aircraft which is flown in this way, but with small aircraft the nose is kept up till much lower speeds.</p>				
Probable Cause					
The pilot was used to larger jet aircraft and used the wrong technique when landing the aircraft.					