



Ref: 7560

SOUTH AFRICAN CIVIL AVIATION AUTHORITY**ACCIDENT REPORT – EXECUTIVE SUMMARY**

Aircraft Registration	ZS-KVF	Date of Accident	11/10/2002	Time of Accident	1300Z
Type of Aircraft	PIPER PA-38-112		Type of Operation		Training
Pilot-in-command License Type	Commercial	Age	24	License Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	1529	Hours on Type	323	
Last point of departure	FACT				
Next point of intended landing	FACT				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
RWY 01 FACT					
Meteorological Information	The weather was fine with a 6 knot north westerly wind				
Number of people on board	2	No. of people injured	None	No. of people killed	None

Synopsis

After a touch and go landing the instructor pilot requested permission for a simulated engine failure after take-off with a touch and go on the runway. The instructor closed the throttle to simulate the engine failure whereby the student pilot applied back pressure on the control column causing the airspeed to decay. The instructor initiated corrective action too late. He applied full power, but the aircraft contacted the runway on the main wheels and tail. The aircraft bounced into the air and climbed away.

During the final landing the aircraft pulled to the left but was controllable.

Inspection of the aircraft later revealed that the left brake assembly, main undercarriage, tail section and engine mounting were damaged.

The aircraft was maintained as prescribed and the next MPI was due on 12 September 2003 or at 7060 hours whichever occurred first. The aircraft was operated for 66 hours since the last MPI.

The Aviation Training Organisation Approval CAA-0036 was valid until 30 June 2003

Probable Cause

The instructor pilot initiated corrective action too late causing the aircraft to inadvertently contact the runway, resulting in a hard landing that substantially damaged the aircraft.