



Ref: 7724

# SOUTH AFRICAN CIVIL AVIATION AUTHORITY

## ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	ZS-JPE	Date of Accident	11 November 2003	Time of Accident	1412Z
Type of Aircraft	BEECH 58		Type of Operation	Commercial (Charter)	
Pilot-in-command Licence Type	Commercial	Age	22	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	2 280		Hours on Type	65
Last point of departure	Malelane Aerodrome (FAMN)				
Next point of intended landing	Pongola Aerodrome (FAPL)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Pongola Aerodrome (FAPL) overrun area Runway 34					
Meteorological Information	Wind: 070/3, Temperature 18°C, Visibility ±8km in rain, Cloud cover 8/8				
Number of people on board	1 + 3	No. of people injured	Nil	No. of people killed	Nil

### Synopsis

The pilot, accompanied by three passengers, was engaged in a charter flight from Malelane to Pongola. En-route several thunderstorms were encountered, which resulted in a slight diversion. ?????????????? ?????????????? ??????????????ned on a left-hand downwind for Runway. Once overhead Pongola the pilot joined on a left-hand downwind for Runway 34. The pilot noted that the runway surface was wet but it didn't appear to be waterlogged and he continued with the approach. A thunderstorm was present about 10nm to the East of the aerodrome with the wind indicating light and variable. While continuing with the approach it started to rain.

A normal landing followed with full flaps deployed, touching down approximately 15-20m after the runway number markings. He then applied brakes but they had no effect. He then decided to retract the flaps in an attempt to get more weight on the wheels, but still had no effect from the brakes. He then pulled the control column fully back to obtain maximum aerodynamic braking but the aircraft departed the end of the runway and rolled into the overrun area where the nose wheel went into a hole and broke off. Both engines were still rotating at the time and the propellers struck the ground. The aircraft came to a halt approximately 78 paces from the runway edge. None of the occupants sustained any injuries during the occurrence.

Safety Information: Use caution when landing on runways that are covered by water, which could cause hydroplaning (aquaplaning), a phenomenon that renders braking and steering ineffective because of the lack of sufficient surface friction. Reference: POH, Section X, Pg. 10-55

Pilot's Operating Handbook (POH): The performance section of the POH (Landing Distance) was consulted. The available graph did not address the required alteration (additional [%] runway surface required when landing on a wet runway surfaces or grass/gravel runway surfaces). *This was regarded as a major short coming by the manufacturer and it is recommended that the CAA Certification Department address this issue in the interest of aviation safety.*