



EXECUTIVE SUMMARY- AIRCRAFT ACCIDENT REPORT
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					Reference:	CA18/2/3/7964	
Aircraft Registration	ZS-MNJ	Date of Accident	24 May 2005		Time of Accident	1000Z	
Type of Aircraft	PIPER PA34-220T			Type of Operation	Private		
Pilot-in-command Licence Type	Private		Age	45	Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours	388.0		Hours on Type	388.0		
Last point of departure	Kruger Mpumalanga International Aerodrome						
Next point of intended landing	Grand Central Aerodrome						
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)							
On runway 35 at Grand Central Aerodrome							
Meteorological Information	The weather was fine, with no cloud. Wind: 360°/6 kts; Temperature: 28°C.						
Number of people on board	1 + 4	No. of people injured	0	No. of people killed	0		
Synopsis							
<p>The pilot stated that he was accompanied by 4 passengers on a private flight from Kruger Mpumalanga Aerodrome to Grand Central Aerodrome. Upon arrival at Grand Central, he selected 10° of flap at an Indicated Air Speed (IAS) of 100 kts for landing on runway 35. Upon landing, however, the aircraft landed hard and bounced twice on the runway. He then applied power, executed a go-around and landed the second time without further incident.</p> <p>The aircraft was inspected after the event and it was found that both engine propeller blades had made contact with the runway surface. There was no other damage sustained to the aircraft.</p> <p>The occupants were not injured during the hard landing.</p> <p>The pilot was in agreement that he had executed a "bad landing", causing the aircraft to bounce.</p> <p>The last MPI (Mandatory Periodic Inspection) had been carried out on 19 May 2005 at a total of 4 073.0 airframe hours. The aircraft had flown approximately 1 hour after the last MPI was certified.</p>							
Probable Cause							
<p>The pilot made an error of judgement, causing the aircraft to bounce upon landing. As a result, the propeller blades struck the runway.</p>							
IARC Date	27 May 2008		Release Date	Reviewed by EM office: AIID November 2009			