



EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8018	
Aircraft Registration	ZS-KFT	Date of Accident	20 September 2005		Time of Accident	1030Z
Type of Aircraft	Piper PA34-200T		Type of Operation	Private		
Pilot-in-command Licence Type		Commercial	Age	31	Licence Valid	Yes
Pilot-in-command Flying Experience		Total Flying Hours	566.7		Hours on Type	125.0
Last point of departure		Beira Aerodrome, Mozambique (FQBR)				
Next point of intended landing		Nhago Aerodrome, Mozambique				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
Nhago Aerodrome, Mozambique (GPS co-ordinates: S 18° 38.55' E 035° 27.42)						
Meteorological Information		Surface Wind: variable; temperature: 35°C; visibility: CAVOK				
Number of people on board	1 + 0	No. of people injured	0	No. of people killed	0	
Synopsis						
<p>According to the pilot, the accident occurred whilst the aircraft was flying from Beira Aerodrome to Nhago Aerodrome.</p> <p>During the final approach to land on a grass runway, the aircraft experienced an accelerated rate of descent, landed hard and bounced. The pilot elected to execute a go-around. The second landing was uneventful.</p> <p>On inspection of the aircraft after engine shut-down, it was found that the left engine propeller blades were bent, there was oil running out from the left oleo and left wing spar damage was observed.</p> <p>The pilot was not injured.</p> <p>The last mandatory periodic inspection (MPI) prior to the accident was certified on 13 May 2005 at a total of 3 929.6 airframe hours since new. The aircraft had flown a further 87.7 hours since.</p>						
Probable Cause						
To be determined by the State of Occurrence as stipulated in ICAO Annex 13, Chapter 5, Paragraph 5.1.						
IARC Date	27 March 2008		Release Date	Reviewed by EM Office: AIID October 2009		