



## EXECUTIVE SUMMARY - AIRCRAFT ACCIDENT REPORT

				Reference:	CA18/2/3/8342	
<b>Aircraft Registration</b>	ZS-ORO	<b>Date of Accident</b>	25 June 2007		<b>Time of Accident</b>	1300Z
<b>Type of Aircraft</b>	Cessna P210 N		<b>Type of Operation</b>	Private		
<b>Pilot-in-command Licence Type</b>	Commercial Pilot		<b>Age</b>	60	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	3 027.5		Hours on Type	2 448.4	
<b>Last point of departure</b>	Lanseria International Aerodrome (FALA)					
<b>Next point of intended landing</b>	Maun International Aerodrome, Botswana (FBMN)					
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Maun International Aerodrome, Botswana						
<b>Meteorological Information</b>	CAVOK, wind 060° at 10 kts, temperature 20°C, clouds nil					
<b>Number of people on board</b>	1 + 2	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot stated that she was about to land when she felt the aircraft being lifted quite strongly. She increased the power to try to regain some flying speed but to no avail, and the aircraft bounced twice on touchdown. She managed to keep control and taxied to the parking place, as she was not aware of any damage. After shutting down and during her inspection of the aircraft, she noticed that the propeller and undercarriage were damaged. The pilot also stated that as she approached FBMN, the wind was 360° at 6 kts and on landing it was 060° at 6 kts. She also stated that, on approach she asked twice for the wind information.</p> <p>The pilot and both passengers sustained no injuries as a result of the accident. Damage to the aircraft was limited to the propeller and nose gear.</p> <p>The last mandatory periodic inspection (MPI) was carried out in 20 October 2006 at 3 844.8 flying hours, and the aircraft was further operated for 43.1 flying hours since.</p>						
<b>Probable Cause</b>						
<p>It is possible that, during landing in a crosswind condition, the aircraft experienced wind gusting conditions resulting on the aircraft landing hard and bouncing.</p>						
IARC Date	27 March 2008		Release Date	Reviewed by EM office: AIID October 2009		