



## SOUTH AFRICAN CIVIL AVIATION AUTHORITY

### AIRCRAFT INCIDENT REPORT AND EXECUTIVE SUMMARY

<b>Aircraft Registration</b>	ZS-ODI	<b>Date of Incident</b>	27 August 2004	<b>Time of Incident</b>	1400Z
<b>Type of Aircraft</b>	BEECH KING AIR B200		<b>Type of Operation</b>	Private	
<b>Pilot-in-command Licence Type</b>	Airline Transport Pilot	<b>Age</b>	24	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	2568.8		Hours on Type	53.3
<b>Last point of departure</b>	FALA (Lanseria International Aerodrome)				
<b>Next point of intended landing</b>	Thornybush Aerodrome (11nm South East of Hoedspruit)				
<b>Location of the incident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Approach Runway 23 at Thornybush Aerodrome. S24° 24.5' E031° 09.3'					
<b>Meteorological Information</b>	Temperature: 21°C, Wind: 210/5kt, Visibility: 10 000m, Cloud cover: Scattered 7000ft, Dew point: Unknown.				
<b>Number of people on board</b>	2+8	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot and co-pilot were accompanied by eight passengers on a private flight from FALA to Thornybush Aerodrome when the accident occurred.</p> <p>According to the pilot, after over-flying the aerodrome at approximately 3500ft at mean sea level (AMSL), it was decided that Runway 23 would be the favourable runway to land on due to the favourable wind direction as well as the up-hill gradient. The aircraft was configured for landing and on the left downwind and left base leg the landing checklist was completed, on initial part of final approach approximately 5nm to touchdown. The approach was continued with no large power changes or altitude changes. At approximately 50ft above ground level (AGL) the right and left wings collided with the treetops. There was no change in altitude, direction or speed resulting from the incident. The landing and the landing-roll was executed normally with no complications. The speed during the collision was estimated at 105kts.</p> <p>None of the occupants sustained any injuries and the aircraft sustained damage on both outboard wing leading edges.</p> <p>The last MPI was certified on 11 December 2003 at 1600.4 flying hours. The aircraft had accumulated a further 177.9 flying hours since the last MPI.</p>				
<b>Probable Cause</b>					
While on final approach for Runway 23 the pilot misjudged his proximity to treetops, which resulted in the aircraft wings colliding with the treetops.					
<b>IARC Date</b>		<b>Release Date</b>			