



Ref: 7865

**SOUTH AFRICAN CIVIL AVIATION AUTHORITY****ACCIDENT REPORT – EXECUTIVE SUMMARY**

<b>Aircraft Registration</b>	ZS-PHF	<b>Date of Accident</b>	5 October 2004	<b>Time of Accident</b>	1425Z
<b>Type of Aircraft</b>	PIPER 32-300		<b>Type of Operation</b>	Private	
<b>Pilot-in-command License Type</b>	Private	<b>Age</b>	57	<b>License Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>	Total Flying Hours	808	Hours on Type	209	
<b>Last point of departure</b>	Klerksdorp Aerodrome (FAKD)				
<b>Next point of intended landing</b>	Farm Coochham near Baines Drift				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>					
Runway 24 on farm Coochham near Baines Drift, Runway 24 (GPS Position:S 22° 31'048" E 028 °42'399")					
<b>Meteorological Information</b>	According to the pilot Wind:060°/15kt, Visibility: good, Temperature:40°C				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	0	<b>No. of people killed</b>	0
<b>Synopsis</b>	<p>The pilot, was accompanied by his wife was in a private flight from Klerksdorp to the pilot's farm near Baines Drift when the accident happened.</p> <p>The pilot stated that he joined the farm circuit and looked down the road to detect dust surge for wind direction and he saw nothing. The windsock in the middle of the runway 06/24 appeared to be hanging down and he presumed that the wind was calm.</p> <p>He continued with his approach for Runway 24 with 15° flap at 90kt, he experienced mild turbulence. The aircraft was too high on approach and he selected 30° flaps, the pilot reduced his speed to 85kt. Before crossing the threshold of Runway 24 the pilot selected 45° flaps to steeper his approach. On touch down the aircraft ballooned approximately 200m from threshold and kept drifting to the left hand side without touching down. The pilot then retracted the flaps to 15° and applied full power, attempting a go-around. He was unsuccessful and the aircraft impacted the trees at the end of the runway. The aircraft skidded approximately 50-60 meters before coming to rest to the right hand side of the runway.</p> <p>The pilot and passenger sustained no injuries. The aircraft was extensively damaged.</p> <p>The last (MPI) Mandatory Periodic Inspection prior to the accident was certified on 16 April 2004 at 3093.00 airframe hours. The aircraft however was not released back to service by the maintenance organization due to propeller blades being out of limits.</p> <p>No on-site investigation was conducted.</p>				
<b>Probable Cause</b>					
The pilot applied the incorrect approach technique by being too high and fast on the approach, he attempted to land from these conditions but drifted too far along the runway before he decided to initiate a go-around by which time his speed was too low. The pilot applied the incorrect go-around procedures by retracting the flaps before he applied power during a go-around					