

	CA18/2/3/7869				
	SOUTH AFRICAN CIVIL AVIATION AUTHORITY ACCIDENT REPORT – EXECUTIVE SUMMARY				
Aircraft Registration	ZS-NPJ	Date of Accident	13 October 2004	Time of Accident	1140Z
Type of Aircraft	CESSNA T210N		Type of Operation	Training	
Pilot-in-command Licence Type	Commercial	Age	24	Licence Valid	Yes
Pilot-in-command Flying Experience	Total Flying Hours	2552.8		Hours on Type	56.2
Last point of departure	Virginia Aerodrome (FAVG)				
Next point of intended landing	Virginia Aerodrome (FAVG)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)					
On a private farm at Tongaat (Durban) S 29°32' 19.4" E 031° 06' 19.7"					
Meteorological Information	Wind: 045°/5kts, Temperature: 25°C, Cloud base: 2000ft, Visibility: Good.				
Number of people on board	2+0	No. of people injured	0	No. of people killed	0
Synopsis					
<p>The Instructor and the student pilot were on a conversion training flight in the general flying area when the accident occurred. The instructor stated that upon completion of stall exercises at 3000 feet (AMSL) Above Mean Sea Level, he initiated a powered descent to 1000 feet to conduct a simulated precautionary landing exercise at an Agricultural strip, West of Dudley Pringle Dam when they experienced an engine power loss.</p> <p>The instructor took control of the aircraft and requested the student to switch "ON" the auxiliary fuel pump and verified that fuel selector was "ON" and the mixture set to rich. According to the instructor some engine power was restored but the engine failed.</p> <p>According to the instructor he passed over the threshold slightly too high and in an attempt to avoid agricultural equipment one third down the strip length, he cleared the equipment and attempted to land on the remaining strip. The aircraft touched down too fast and bounced. At this stage there was no sufficient strip length left and due to a steep river valley ahead with trees and power lines, he banked the aircraft to the right to avoid the obstacles ahead. The aircraft impacted up sloping terrain in a steep nose up attitude. On impact, the nose landing gear separated from the aircraft and the main landing gears collapsed. The aircraft came to rest with a right hand wing touching the ground. Both occupants evacuated the aircraft and the instructor returned a few minutes later to ensure that all switches were off and secured. The instructor contacted the ATC at Virginia and the flight school contacted the CAA.</p> <p>Both occupants sustained no injuries, but the aircraft was extensively damaged.</p> <p>The MPI before the accident was certified on 26 May 2004 at a total of 3751.8 airframe hours and the aircraft had flown 1.0 hours since the MPI was certified.</p> <p>The Aviation Training Organization had a valid Approval certificate which was issued on 07 July 2004 with an expiry date of 30 June 2005.</p>					
Probable Cause					
Unsuccessful forced landing due to poor technique resulting in an engine power loss.					