



## AIRCRAFT ACCIDENT REPORT AND EXECUTIVE SUMMARY

				Reference:	<b>CA18/2/3/7874</b>	
<b>Aircraft Registration</b>	<b>ZS-JMO</b>	<b>Date of Accident</b>	05 November 2004	<b>Time of Accident</b>	0720Z	
<b>Type of Aircraft</b>	CESSNA T210L		<b>Type of Operation</b>	Charter		
<b>Pilot-in-command Licence Type</b>		Air Transport Pilot	<b>Age</b>	65	<b>Licence Valid</b>	Yes
<b>Pilot-in-command Flying Experience</b>		Total Flying Hours	16623		Hours on Type	40
<b>Last point of departure</b>		FAJS (Johannesburg International)				
<b>Next point of intended landing</b>		Zebra Crossing (Private Aerodrome in Modimolle)				
<b>Location of the accident site with reference to easily defined geographical points (GPS readings if possible)</b>						
Driefontein Farm in Modimolle (Nylstroom) S 24° 37' E 028° 22' at an of elevation: 4708ft.						
<b>Meteorological Information</b>		Visibility: CAVOK, Temperature: 27°C, Dew Point: 10°C, Wind: 040°/10kts, Clouds: Nil.				
<b>Number of people on board</b>	1+1	<b>No. of people injured</b>	1+1	<b>No. of people killed</b>	0	
<b>Synopsis</b>						
<p>The pilot was on a chartered Flight from FAJS (Johannesburg International) to Zebra Crossing Aerodrome in Modimolle District (Nylstroom) when the accident occurred. He took-off from FASI (Springs Aerodrome) on route to FAJS to up-lift a passenger earlier that morning. This flight was uneventful.</p> <p>The pilot stated that during landing on Runway 27 at Zebra Crossing Aerodrome the aircraft bounced and he attempted a go-around, which was not successful. Speed on approach was 80 mph and flaps selection was 30° and landing gears were down and locked. The aircraft bounce approximately 100m from the threshold of the runway and he made an attempted go-around, which was unsuccessful resulting on the aircraft colliding with the trees on a neighbouring farm.</p> <p>Witness stated that the aircraft went past the aerodrome on a Northerly direction in an unusually high altitude and disappeared for a while. On the return, they observed it turning down wind, base leg, finals and approached for a landing from a higher than usual altitude and without inspecting the runway.</p> <p>The witness further stated that, the aircraft landed too deep at approximately 200m mark from the threshold of Runway 27. The aircraft bounced three times for a further 100m before loosing directional control (going from right to left) resulting on the pilot electing to execute a go-around, which was unsuccessful and subsequently the aircraft crashed.</p> <p>The last Mandatory Periodical Inspection (MPI) was carried out on 28 April 2004 at 3890.0 flying hours. The aircraft accumulated a further 53.0 flying hours after the last MPI.</p>						
<b>Probable Cause</b>						
The pilot approached too high and landed at too high a speed causing the aircraft to bounce and skid. He initiated a go around too late and the aircraft was not able to clear the tree at the end of the runway.						
<b>Contributing Factor:</b>						
Pilot failure to obtain weather information for his destination, thus, failing to make proper flight planning.						
IARC Date				Release Date		