



EXECUTIVE SUMMARY - AIRCRAFT INCIDENT REPORT

				Reference: CA18/3/2/0566	
Aircraft Registration	ZS-BFC	Date of Incident	05 February 2007		Time of Incident 1225Z
Type of Aircraft	Piper PA28-180		Type of Operation Private		
Pilot-in-command Licence Type		Private	Age	19	Licence Valid Yes
Pilot-in-command Flying Experience		Total Flying Hours	94.3		Hours on Type 11.2
Last point of departure		Wonderboom Aerodrome (FAWB)			
Next point of intended landing		Wonderboom Aerodrome (FAWB)			
Location of the incident site with reference to easily defined geographical points (GPS readings if possible)					
On the grass next to runway 29 at Wonderboom Aerodrome					
Meteorological Information		Wind 300° at 10 kts gusting 15 kts, temperature 32°C, visibility CAVOK			
Number of people on board	1 + 1	No. of people injured	0	No. of people killed	0
Synopsis					
<p>The pilot was on a local flight to the general flying area.</p> <p>The pilot stated that after returning from the general flying area, she was too high on her approach for landing on runway 29. She then reduced power in order to descend, but on touchdown, at an indicated airspeed of 85 mph and 20° flap setting, she was unable to control the aircraft due to gusty wind conditions. The aircraft veered to the left and departed the runway. The aircraft impacted a precision approach path indicator (PAPI) light before the aircraft came to a complete stop approximately 15 m to the left of the runway. (See photos attached.)</p> <p>The pilot sustained no injuries.</p> <p>The aircraft sustained damages to the nose wheel oleo, nose wheel spat and the propeller blades.</p> <p>The last mandatory periodic inspection (MPI) prior to the accident was certified on 24 January 2007, at 7 269.1 airframe hours. At the time of the accident, the aircraft had flown a further 19.2 hours since.</p> <p>According to available records, the aircraft maintenance organisation (AMO) that certified the last MPI on the aircraft prior to the accident was in possession of a valid AMO Approval, no. 085, with an expiry date of 30 November 2007.</p>					
Probable Cause					
<p>The pilot was unable to maintain directional control of the aircraft following a hard landing, and the aircraft veered off the runway.</p>					
IARC Date	27 March 2008		Release Date	Reviewed by EM office: AIID October 2009	



Photo 1: Skid marks on the runway indicate that the pilot must have landed on the nose wheel first



Photo 2



Photo 3