

Aircraft Occurrences April 2021

Statistics reflect accident information entered into the computer by the Accident and Investigation Office and are current as of the date of this document. The data herein is dynamic and is therefore subject to change due to updated information.

#Ref	Date of Occ	A/C Reg	Area of Occ	Province	Type of A/C	Type of Operation	Fatalities	Circumstances
CA18/2/3/9979	04 April	ZU-EOA	Aloe Bush Game Farm	LIMPOPO	Storm RG Furry	Operation of Non-type Certified Aircraft	0	It was reported that aircraft was taking off from Aloe Bush Game Lodge Airstrip local flight in the area. After rotation the pilot retracted landing gears and noticed only one green light indication. He decided to land on the remaining runway (Runway 13) with only the left gear extended. After touch-down the aircraft veered off to the right and stopped on the runway edge.
CA18/2/3/9980	10 April	ZU-DHD	Riverside airstrip	GP	Raptor	Operation of Non-type Certified Aircraft	0	According to the pilot during take-off the Microlight's left landing gear wheel went into an uneven surface which caused the pilot foot to slip off the throttle control. The pilot was able to gain the throttle control, but the pilot could not maintain the rate of climb and noticed that the aircraft will not clear the obstacles ahead. The pilot decided to abort the take-off and landed on the remaining runway however there was insufficient distance left to execute a safe landing. The aircraft overshot the runway before colliding with the perimeter fence.
CA18/2/3/9981	12 April	ZT-TOK	Power Station Smokestack	MP	Bathawk	Remotely Piloted Aircraft Systems	0	The drone lost the communication link from the command channel C2 while it was at 7.25nm West of the launch position and it was also at position 2nm of West Komati power station. The drone is programmed to return to the point of take-off should it lose signal. On its return, the drone could not clear off the one of the power station's smokestacks and collided with it.
CA18/2/3/9982	16 April	ZU-JSS	Wings Park airfield	EC	Slick 360	Operation of Non-type Certified Aircraft	0	The aircraft took off from New Tempe Airport (FATP) in the Free State Province with the intention to land at Wings Park Airfield in East London. The aircraft was operated under visual flight rules (VFR). During landing on Runway 09 at Wings Park Airfield, the aircraft veered off to the right of the runway. The aircraft exited the runway, and later, the left wing collided with the tree. The aircraft ground looped and came to a halt on the runway embankment.
CA18/2/3/9983	16 April	ZS-UOA	FAGM	GP	D31	General Aviation and Operating Flight Rules	0	The pilot stated that after take-off from FAGM, the engine power and sound became intermittent, followed by a sudden engine stoppage while at approximately 200 feet above ground level (AGL). The pilot then turned right to perform a forced landing, aiming for the grass area between Runways 17 and 11. According to the pilot, he had approximately 3 hours of fuel endurance, which was approximately 35 litres in the tank on take-off. During landing, the aircraft sustained damage to the undercarriage as a result of uneven terrain.
CA18/2/3/9984	17 April	ZU-CPN	FAPA	EC	Jabiru SP	Operation of Non-type Certified Aircraft	0	The pilot stated that during the landing roll at FAPA on the grassy runway (Runway 07), he lost control of the aircraft and it veered off to the right of the runway, which resulted in the failure of the right-side gear, as well as the right-side wing and the propeller blade tips coming into contact with the ground. The aircraft came to a halt on the edge of the runway with the nose facing 150° heading. The pilot further stated that the main landing gear collapse was due to uneven surface on the runway.
CA18/2/3/9985	20 April	ZS-LAR	FAGM	GP	PA-28R-200	General Aviation and Operating Flight Rules	0	The pilot stated that on their return and after completing the downwind checks, three landing gear lights (green) indicated on the instrument panel. However, during landing, they heard scraping noise. The pilot had then cut off the engine power and the aircraft skidded before coming to a halt on the runway.
CA18/2/3/9986	15 April	ZS-LCI	Kirkwood	EC	PA-36-375	General Aviation and Operating Flight Rules	0	The pilot reported that the aircraft's engine started running rough before it (engine) stopped and, thereafter, the aircraft crashed on the same field (it was operating from) where it took off.



CA18/2/3/9987	20 April	ZS-SSB	Enroute to FAPS	GP	Cessna 172M	General Aviation and Operating Flight Rules	0	According to available information, the pilot and the passenger took off from FAWB with intention to conduct navigational flight routing to FAVV, FAPS and FALA before returning to FAWB. This was a hire and fly conducted under the provisions of Part 91 operation under visual flight rules (VFR) condition in clear weather conditions. The pilot reported that they opted to land at Panorama and that there was nothing wrong with the aircraft. During the taxiing, the right-hand wing collided with the pole.
CA18/2/3/9988	22 April	ZU-TAM	FAKR	GP	Skyleader JA600	Operation of Non-type Certified Aircraft	0	During landing on RWY26 the nose gear collapsed, and the aircraft skidded for approximately 60 metre before coming to a stop on the runway. There were no reported injuries during the accident sequence. The aircraft sustained damage to the nose gear, lower front section of the nose cowling and propeller. According to the video evidence, the aircraft was unstable on approach and landed on its nose (wheelbarrowed) which became overloaded and collapsed.
CA18/2/3/9989	24 April	ZS-UCT	FAPA	EC	Piper Cherokee PA28 140	Aviation Training Organisation	0	During the flight back to FAPA the aircraft landed on RWY10 R but the student pilot lost directional control. The aircraft veered off to the left of the runway. There were no reported injuries during the accident sequence. The aircraft sustained damage to the nose gear and propeller.
CA18/2/3/9990	26 April	ZS-PXI and ZS-OMN	Near Grasmere	GP	Cessna 172M	Aviation Training Organisation	4	On 26 April 2021 at 1720Z, the two pilots were conducting night flight training in the Grasmere area FAJA GFA, in a C172 with registration ZS-PXI. The aircraft was manned by the instructor and student pilot who was an Indian national. The pilot of ZS-PXI was heard making a MADAY call reporting an engine failure by other aircraft (ZS-CPL and ZS-ELH) in the same GFA, on frequency 124.8 Mhz. Radio calls to ZS-PXI by ZS-CPL and ZS-ELH went unanswered. The two aircraft alerted FALA ATC about the MAYDAY call from ZS-PXI. The ATC officer at FALA issued a DETRESFA and alerted ARCC who initiated Search and Rescue for ZS-PXI in the Fochville area. While searching for ZS-PXI, the SAPS came across the burning wreckage of ZS-OMN who had departed from FAGM for training at the same GFA with two on board, an instructor and student who was a Saudi Arabian National. The wreckage of ZS-OMN was consumed by post impact fire that erupted in the corn field. The wreckage of ZS-PXI was finally located about 600 metres away from ZS-OMN after midnight. The two aircraft had collided midair. There was a total of four fatal injuries during the accident sequence. The two aircraft were destroyed
CA18/3/2/1342	10 April	ZU-MWM	Ifafa	S 30° 28' 51.4", E 030° 37' 56.1")	Savannah S	Operation of Non-type Certified Aircraft	0	It was reported that aircraft took-off from Wave crest airfield and headed to Port St John's in the Eastern then to Umkhomazi airfield for a cross country flight. During flight while en-route flying North overhead N2 highway, the aircraft had a fuel low warning in the cockpit which indicated that the aircraft was flying with the emergency reserve tank with a fuel capacity of six litres. The left-hand side fuel tank had depleted, and the right-hand side fuel tank was still having sufficient fuel which was approximately 45litres. The pilot after some troubleshooting, surveyed the surrounding area in preparation for a forced landing. The pilot elected to land the aircraft on the N2 highway in the direction north towards Durban between the two opposite traffic lanes before stopping. Upon disembarking, the pilot confirmed there was enough fuel on the right-hand side wing about 45 litres and reported that it looked like there was fuel transfer issues that could have been caused by a fuel line blockage. The pilot then called Cato Ridge airfield fuel supply and requested some fuel. The left-hand side tank was refuelled, and the aircraft started up and was prepared for departure. The Police and road traffic controller Officers in the area help to hold back the road traffic to allow the aircrafts to take off. The aircraft took off uneventfully and flew towards its destination at Cate Ridge airfield.