

Aircraft Occurrences April 2022

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	Registration	Location of Accident	Aircraft Type	Operations (Private, Training)	Province	Fatalities	Circumstances
TBA	04-04-2022	ZS-MSB	FAHT	Cessna T210 N	General operating and flight rules	LIMPOPO	0	The pilot reported that before departure, he conducted a pre-flight inspection, and all was normal. The aircraft had a total of 60 gallons of Avgas 100 LL fuel in the tanks. The flight was conducted under Part 91 of the Civil Aviation Regulations of 2011 as amended. The pilot stated that take-off from Riverside private airstrip was uneventful and after approximately 40 minutes flight time, during the landing roll at FAHT, Runway 35 the aircraft veered off to the right and collided with a hangar.
TBA	05-04-2022	ZT-RDS	Rockridge farm in Parys	Schweizer (Hughes) 269C	General operating and flight rules	FS	1	According to a witness (farm owner) that the investigators interviewed, the helicopter was coming from Odendaalsrus to deliver milk samples. Normally, the pilot delivered the samples by car. The farm owner saw the helicopter trying to land on an open space near his dairy factory. He witnessed the helicopter's tail swinging to the left and to the right and then it lifted up; then the pilot attempted to land at a different spot. On the second attempt to land, the witness saw the helicopter lifting up again and impacted the electrical cables. He saw the helicopter's main rotor blades struck the nearby powerlines. The main rotor blades bent downwards and severed the tail boom. The pilot lost control of the helicopter and crashed on the ground. The farm did not have a helipad nor a prepared landing area.
TBA	08-04-2022	ZS-AXE	Diemerskraal Airfield	PA-38-112 (Piper Tomahawk)	Aviation Training Organisation & Air transport operations	WC	0	According to the student pilot, the instructor was the pilot flying at the time as he was intending to demonstrate the circuit exercises. Upon arrival at the airfield, the first circuit was conducted uneventfully. During the initial climb for a second go-around circuit, the instructor observed a fuel pressure loss followed by the engine losing power; thereafter, the engine started spluttering and stopped running approximately 150 feet (ft) above ground level (AGL). The instructor then attempted to restart the engine; however, this was in vain. Due to insufficient height, the duo decided to land the aircraft straight ahead on a ploughed field. During the forced landing, the right main landing gear ran over an uneven surface and the aircraft bounced. On the second touchdown, both main landing gears contacted the ground and the aircraft bounced again, resulting in the nose gear contacting the ground first (when the aircraft touchdown again). The nose gear collapsed and bent backward (inwards) and the aircraft skidded on the ground for a few metres before it came to a stop.
TBA	15-04-2022	ZS-BGL	FABB	Tiger Moth II	General operating and flight rules	GP	0	On Friday afternoon, 15 April 2022 at approximately 1740Z, a pilot and a passenger on-board a Tiger Moth with registration ZS-BGL took off from Runway 36 at Brakpan Aerodrome (FABB). The intention was to complete a repositioning to an alternative runway which is Runway 03. However, when the aircraft was approximately abeam the windsock, and close to the clubhouse and the threshold of Runway 03, the engine quit without any warning (such as splutter, rough running and warning alerts on the instrument panel). At the time when the engine failed, the indicated airspeed (IAS) was approximately 95 miles per hour (mph) and the aircraft was facing the N17 National Road. Across the road were high-tension powerlines as well as residential area with no safe area to land ahead. The pilot traded speed for height and used the energy to gain some altitude while initiating approximately 30 degrees bank angle turn to face the runway. During roll out, the final approach was onto the grass area



								between Runway 03 and 36. The aircraft landed hard and impacted the ground. It came to a halt on the side of Runway 36.
TBA	21-04-2022	ZS-TCG	Gravel road 2.7km SW of Die Eike	Cessna T210 N	General operating and flight rules	MP	0	On 21 April 2022 at approximately 0800Z, a pilot on-board a Cessna C210N with registration ZS-TCG took off from Runway 09 at Die Eike Farm, situated 7 kilometres north-west of Standerton in Mpumalanga province, with the intention to reposition the aircraft to Wonderboom Aerodrome (FAWB) for its mandatory periodic inspection (MPI). The flight was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended. The pilot stated that the engine lost power during a right turn after take-off whilst at approximately 500 feet above ground level (AGL). The pilot then decided to turn left in an attempt to return to the farm but could not make it; he and landed the aircraft on a gravel road. During the landing roll, the left main gear collided with a rock and broke off. The aircraft skidded approximately 40 metres before coming to a stop facing north-east. It was found resting on its left wing.
TBA	27-04-2022	ZU-CIA	Bronkhorstspuit	Jabiru SP	Operation of Non-type Certified Aircraft	GP	0	On 27 April 2022, a pilot accompanied by a passenger on board a Jabiru SP aircraft with registration mark ZU-CIA, took off from Rhino Park airfield with intention to conduct a touch and go at Witbank airfield before returning to departure airfield. This was a hire and fly flight conducted under the provisions of Part 94 of CAR 2011 as amended. According to the pilot stated that during the flight the pilot experienced a low oil pressure warning which was followed by an engine failure. The pilot elected to perform an emergency landing on the road. During the landing roll the left wing collided with the road sign, the left undercarriage also suffered damages. There were no injuries reported. Following the accident, the aircraft was recovered to an AMO hangar in Rhino Park for further troubleshooting. During a follow up, the AMO stripped the engine, and it was noted that the gear on the crankshaft broke off. The gear drives the camshaft through a chain assembly and provides timing for the engine. Due to the nature of the fracture, it could not be determined whether it was a wear and tear or latent defect.
TBA	26-04-2022	ZS-BFC	FASI	PA-28-180	Aviation Training Organisation & Air transport operations	GP	0	According to the instructor, the student was undergoing a PPL skills test when the accident happened. During a return to the airfield, the student conducted unmanned joining procedure and joined the circuit for a touch and go. Reportedly the touchdown was deep almost in the middle of the runway. During take-off roll, prior to rotation, the student elected to abort take-off. The toe brakes were applied, and aircraft was not slowing down as it should. The instructor intervened by pulling the park brake in an effort to bring the aircraft to a stop which was all in vain. The instructor yawed the aircraft to right and then left in order to bleed off the speed, which resulted in the aircraft veering off the runway and exited to the left into the direction of the perimeter fence. The aircraft impacted with the perimeter fence and sustained damage to propeller, spinner, and right-hand wingtip.
TBA	28-04-2022	N818WT	FAKT	Giles G202	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that the main landing gear collapsed during the landing roll and the aircraft skidded before coming to rest on runway 01(RWY01). There were no reported injuries. The aircraft sustained damage to the landing gear, propeller, and engine cowling.
TBA	07-04-2022	ZS-SBN	Moloto Road	Cessna 172M Skyhawk	Aviation Training Organisation & Air transport operations	GP	0	The instructor stated that before the flight, they had a short briefing whereafter a pre-flight inspection was conducted on the aircraft. All was normal with the aircraft. On-board the aircraft was 120 litres (l) of Avgas 100LL fuel in the tanks. The flight was planned to last for an hour and was conducted under Part 141 of the Civil Aviation Regulations 2011 as amended. The aircraft took off from Runway 29 and flew towards Pretoria GFA. The flight instructor reported that approximately 15 minutes into the flight whilst overhead Rooival power station, he observed an erroneous engine oil temperature indication. The instructor took control of the aircraft and initiated a turn back to FAWB. The instructor reported that after flying over the N1 Highway with the intention to join traffic for Runway 29, he heard an abnormal clicking noise coming from the engine compartment; this was followed by a gradual loss of engine power. The instructor glided the aircraft in the direction of Moloto Road, which was had limited traffic, and executed a safe forced landing in a southerly direction.



TBA	13-04-2022	ZS-SCE	FAWB	Cessna C172-M	Aviation Training Organisation & Air transport operations	GP	0	According to the reporting of the incident the aircraft was pulled out of the operator's Hangar onto their Apron for a pre-flight inspection and start-up. During a start-up procedure whereby, the aircraft was cranked several times, a smoke was observed emanating from the bottom of the engine compartment by a bystander and suddenly saw flames coming from the same position. The bystander ran towards the positing where he was able to attract the attention of the pilot at a safe distance from the aircraft and alerted the pilot to cut the engine and to disembarked. The instructor and his student immediately switched off the engine and disembarked the aircraft. Firefighting equipment was brought to the scene by the operator personnel and fire was extinguished.
TBA	15-04-2022	ZS-WRI	FALA	Cessna C402 C	General operating and flight rules	GP	0	On 15 April 2022, a pilot and two passengers on board a Cessna 402 C aircraft with registration ZS-WRI, took off from FALA for a Charter flight to Alldays (FAAL) Aerodrome Limpopo Province where one of the passengers was going to attend a meeting. The flight was conducted under the provisions of Part 91) of the Civil Aviation Regulations 2011 as amended. The pilot reported that on departure from Runway 07, the aircraft was rotated at 86 knots and there were no abnormalities. After take-off and upon retracting the landing gear, the gear unlocked red light remained illuminated on the instrument panel. While attempting to diagnose the cause and to resolve the indication issue, he felt a sudden yaw to the left which indicated a left engine failure, and this was confirmed by the left engine fuel flow which indicating 0 lbs per hour when it should be approximately 150 lbs per hour the engine RPM was between 500 and 1000. The pilot maintained directional control and continued to do a left-hand circuit for Runway 07. Upon reducing the left-hand engine power by retarding the throttles and leaning the mixture, the left engine regained power. He then continued with consulting the pilot operating handbook (POH) landing gear emergency procedure, the procedure stated that; "yaw the aircraft to the left and right twice". While yawing the aircraft the three green lights for the landing gear illuminated. The pilot conducted a circuit maintaining the circuit altitude without doing a touch and go. He asked the Air Traffic Controller (ATC) to confirm if all the wheels were out. The ATC responded and stated that the wheels appeared to be all out. The pilot landed the aircraft safely on Runway 07 with no further defects reported.
TBA	21-04-2022	ZS-KTW	FATZ	PA-32R-301T	General operating and flight rules	LIMPOPO	0	The pilot stated that during pre-flight inspection, fuel on the right-side tank was strained of water (as it had water contamination). Thereafter, the pilot proceeded to taxi and take-off, with the right-side fuel tank selected. At approximately 200 feet above ground level (AGL), the engine started losing power and the aircraft was also losing height. The pilot switched on the fuel pump, as well as switched fuel feed from the right tank to the left tank, but the aircraft continued to lose height. The pilot identified a landing spot approximately 45 degrees to his left and turned towards it. On final approach for landing, the engine regained power. The pilot then decided to climb with the intention to fly back to FATZ. In the process of climbing, the propeller severed a powerline, however, the aircraft continued to climb to 200ft and joined the left downwind for Runway 24. The pilot landed the aircraft with no further incidents.
	25-04-2022	ZU-DND	Porterville airfield	TRF1	Operation of Non-type Certified Aircraft	WC	0	According to the pilot, the take-off was uneventful. Just after levelling off at 6 500 feet AMSL, he checked in with Langebaanweg approach on frequency 122.50 MHz Moments later he noticed an abrupt drop in manifold pressure reading. The aircraft was being flown at maximum power setting since take-off as it has new valve fitted. He immediately notified Laangebaan approach of the problem. The pilot turned around to return to departure airfield. He further stated that it became apparent that he had no power, and that the aircraft was descending at 1 500 to 2 500 feet per minute (ft/min). He turned the aircraft towards the direction of Porterville aerodrome which was 8 nautical miles (nm) away. He switched between the tanks, turned on the fuel pump and changed the throttle setting in an attempt to bring the



TBA							<p>engine to optimal operating parameters but to no avail. The pilot notified Langebaanweg that he would be performing an emergency landing on the road at the private farm which was located 5 nm from Porteville aerodrome. The aircraft landed safely without any visible damage. Both occupants sustained no injuries. Following the incident, the pilot found that the air inlet was blocked by the rubber insulation which was sucked in and restricting normal passage of air into the engine. The air filter was also found to be loose inside its housing. He called then called the mechanic to come and do temporary repairs. After the rubber insulation was removed and the filter tightened, the ground run was performed, and engine ran normally. The aircraft was then flown back to Diemerskraal where it landed safely and on the following day, it was flown to an AMO in Cape Town for a permanent repair.</p>
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083 461 4887

aiidinbox@caa.co.za

Last date of update: 18 May 2022