

### Aircraft Occurrences April 2023

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	02-04-2023	ZS-III	FAGM	Cessna C310	General Operating and Flight Rules	GP	0	The pilot reported that during final approach at FAGM runway 35, all landing gears were down and in locked position, indicated by three green lights. According to the pilot, half way through the landing roll at low speed, the left-side of the aircraft started to sink; after crossing Runway 29, the left propeller tips started to make contact with the ground and, eventually, the left wingtip touched the grass as the aircraft slowed down; the aircraft veered off to the left of the runway and came to a full stop facing the opposite direction, approximately 60 metres (m) from the runway edge. The pilot secured the aircraft by switching off the master switch, turning the magnetos off, and putting the fuel selector valve to the off position.
TBA	07-04-2023	ZU-DPK	FAPS	Sting TL-2000	Operation of Non-type Certified Aircraft	NW	0	. The pilot reported that after touch down on Runway 03 at 65 knots, the nose gear strut bent to the right before it broke. The aircraft skid on the nose gear fairing (right side area) and the bolt threaded area as it was veering off to the left of the runway onto the grass.
TBA	12-04-2023	ZU-DJR	Ballito Microlite Airfield	Windlass Aquilla Trike	Aviation Training Organisation	KZN	0	The student pilot reported that after five circuits during the landing roll on Runway 08 at 35 miles per hour, he lost directional control of the aircraft to the left into the sugar cane field. The aircraft exited the runway, and the nose gear broke off.
TBA	13-04-2023	ZT-RWJ	Private farm in Baltimore	Schweizer 300C	Agricultural Operations	LIMPOPO	0	The pilot reported that whilst he was chasing the animals towards the boma at 30 feet (ft) above ground level (AGL), the engine failed. The pilot perform a precautionary landing on an open area on a bushy terrain, and in the process, the helicopter impacted the ground hard on the skids; it sustained substantial damage. There was no post-impact fire. The pilot disembarked from the



								helicopter unharmed. The helicopter was recovered to Wonderboom Aerodrome (FAWB) for further investigation. Post-accident: An engine test run was conducted on 19 April 2023 at FAWB, with the engine still in the airframe. The engine started without difficulty and no anomalies were noted. Both the magnetos were tested and the normal decay in engine RPM were noted. The engine was then switch off for a few minutes, and then restarted; it operated as expected. Fuel was checked at Heli-Fix and indicated 10 US gallons (as per the fuel gauge reading) in the two tanks during the ground run. According to the investigator on-call, the short statement from the pilot about the occurrence is not substantial and is misleading. The possibility that the pilot ran out of fuel could not be confirmed as no investigation on-site was conducted.
TBA	15-04-2023	ZU-WAS	FAPY	MJA Chaap	Operation of Non-type Certified Aircraft	FS	0	The pilot reported that he was engaged in a private local flight with the intention to land at FAPY. The engine had a partial power loss shortly after take-off, and thus, could not maintain altitude. The pilot elected to execute a forced landing on an open field ahead of his path. During the landing roll, the left main wheel hit a ditch and got bent, the left wing impacted the ground, and the propeller struck the ground before it came to a stop.
TBA	17-04-2023	ZS-URC	Wings Park Aerodrome	DHC-22(Veteran)	Operation of Non-type Certified Aircraft	EC	0	The pilot reported that he was engaged in a scenic local flight with the intention to land at Wings Park. After take-off, he turned left to route to Stutterheim, and approximately 6km from Wings Park, the engine stopped. The pilot applied carb heat, closed and opened the throttle, but the engine did not restart. He decided to conduct an emergency landing on a farm. On final approach, the aircraft collided with some trees before it stopped.
TBA	19-04-2023	ZS-HKC	FAMO	Guimbal Cabri G2	Aviation Training Organisation	WC	0	The instructor and the student reported that they were engaged in a training flight, practising autorotation. The instructor reported that during the third autorotation whilst gliding, the oil light indication illuminated. He then took control from the student and tried to restart the engine but was unsuccessful. The helicopter impacted the ground hard before it came to a stop.



TBA	19-04-2023	ZS-RHH							The pilot and the passenger were engaged in a private flight; whilst en route from Eshowe to New Castle Aerodrome, the pilot decided to practise autorotation, but the aircraft landed hard. The main rotor contacted the drive shaft which got torn.
TBA	23-04-2023	ZS-KVW	FANC	Bell 206B Jet Ranger	General Operating and Flight Rules	KZN	0		The instructor pilot reported that on their return to FALA during the round out (landing), the wind direction changed and pushed the aircraft to the left of the runway centreline. The instructor tried to bring the aircraft back to the centreline but found it an impossible task as the right rudder was (felt) defective. The aircraft continued to veer off to the left and over an embankment, this caused the aircraft to nose over.
TBA	23-04-2023	ZS-KJU	FALA	C172	Aviation Training Organisation	GP	0		The pilot reported that on his return to FAWB prior to the before landing checks, two of the three down and locked indication lights for the main landing gears illuminated to green on the instruments panel; there was no illuminated light for the nose landing gear. The pilot made a decision to use the redundant system (emergency release), thus pumping the gear down with the intention to extend the nose gear but was unsuccessful. The pilot requested a fly past abeam the active runway for the control tower to check if all the gears, including the nose gear, were extended. The tower confirmed that all the gears appeared to be down. The pilot then flew a circuit and, during the landing roll when the speed was decreasing, the nose gear collapsed. The propeller blades contacted the ground, and the aircraft skidded a few metres on its lower engine cowling before it stopped. The airport firefighting and rescue service personnel responded to the scene and sprayed foam on the aircraft
TBA	24-04-2023	ZT-UZY	FAWB	Commander 112 TCA	General Operating and Flight Rules	GP	0		The pilot reported that the incident flight was the 10th flight of the night. The previous flights were uneventful. The 10th flight lasted about 2-3 minutes. The RPA was always in the pilot's line of sight, approximately 100 metres (m) from where he (the pilot) was positioned. The pilot noticed that the Gimbal had tilted to the left and the camera view was not moving as anticipated on the screen of the controller unit. At that time, the RPA was approaching at low height and closer to the parameter fence. Moments later, the RPA impacted
			Syferfontein Mine, Secunda	Mavic 2 Enterprise	Remotely Piloted Aircraft System	MP	0		



								the fence and two of the four propeller blades separated from their respective motors. The pilot stated that he reacted very late to steer the RPA away from the fence.
TBA	24-04-2023	ZT-XSH						The RPA was operated inn beyond visual line of sight (BVLOS) rules and conducted under visual meteorological conditions (VMC) by day. The flight was conducted under the provisions of Part 101 of the Civil Aviation Regulations 2011 as amended. The pilot reported that this was the 7 th flight for the day and that the previous flights were uneventful. This flight which lasted 19 minutes with 25% battery capacity remaining. The RPA was in line of sight of the pilot whilst attempting to land it. The pilot stated that he got out of his vehicle whilst the RPA was in still flying and he accidentally knocked the throttle selector.
			Dumbe	Mavic 2 Enterprise	Remotely Piloted Aircraft System	KZN	0	
TBA	26-04-2023	ZU-FWD						The pilot reported that this was a third circuit of the day and that the previous circuits and landings were uneventful. During approach, the student pilot stated that the speed was kept at 70 knots with 3° flaps setting. The student further stated that the aircraft ballooned just before touchdown (on the runway numbers). During touch down, the aircraft bounced twice which caused the nose gear to bend and propeller blade tips to contact the ground. The student pilot elected to stop the aircraft by applying full brakes and steering it to right of the centreline. The aircraft came to a stop at the edge of the runway.
			Panorama airfield	Sling 2	Aviation Training Organisation	GP	0	
TBA	27-04-2023	ZT-YJG						According to the pilot (with beyond visual line of sight [BVLOS] rating), she launched the RPA in the area of Sibanye Stillwater Mines in Rustenburg, North West province for the intended surveillance flight on the mining area 's dumping site. During the flight operation, the pilot received a short message on her cellular phone from one of her team members requesting urgent assistance. As she was focused on the message, she inadvertently selected a ACRO button on the remote controller which was on her left -hand side. The ACRO button is for acrobatic flight mode. As a result, the RPA spiralled down
			Sibanye Rustenburg Hexriver Helipad	SIRIN	Remotely Piloted Aircraft System	NW	0	



								and crashed. The pilot and her team rushed to the last known location and found the RPA ablaze. It is believed that the RPA's impact with the ground resulted in a post-impact fire from the overheated battery which came into contact with the electrical wires. The RPA was destroyed by the post-impact fire. No injuries to personnel and damage to property were reported. The accident occurred during a surveillance flight in the dumping area at Global Positioning System (GPS) reading 25°40'31.78"S South, 27°17'20.87"East and at a field elevation of 3738ft above ground level (AGL).
TBA	29-04-2023	ZT-XVM	Vrede	SIRIN	Remotely Piloted Aircraft System	FS	0	According to the pilot who also had a multirotor and beyond visual line of sight (BVLOS) ratings, a pre-flight inspection was conducted, and no anomalies were detected. The flight was intended for surveying Transnet pipeline in Vrede, Free State province. The RPA was launched at 1950Z with 98% battery power and stability was obtained at a satisfactory height of operation of 150 feet (ft) above ground level (AGL). Upon reaching the intended height, the pilot switched off the RPA's navigational lights as part of their procedure for stealth approach during surveillance. At approximately 2000Z whilst at a distance of approximately 4km from the launch position, the remote controller unit indicated a failsafe mode with the message "potential loss of thrust". Immediately following the message, the RPA signal disconnected completely. The RPA did not return home even though it had the failsafe mode. The pilot drove to the last known location as per the remote controller unit data and found the RPA crashed with substantial damage to two of the propeller blades in different motors – one motor arm and a landing gear. No injuries to personnel and damage to property were reported.
TBA	29-04-2023	ZT-YAB	Villiers	SIRIN	Remotely Piloted Aircraft System	FS	0	According to the pilot who is rated on multirotor and beyond visual line of sight (BVLOS), a pre-flight inspection was conducted with no anomalies observed. The operation was intended for surveying Transnet pipeline in Villiers, Free State province. The RPA was launched at 2030Z with 98% battery power and stability was obtained at a satisfactory height of operation of 150 feet (ft) above ground level (AGL). Upon reaching the intended height, the pilot



								switched off the RPA's navigational lights as part of their procedure for stealth approach during surveillance. According to the pilot, good weather conditions prevailed at the time of launch, however, during the return flight from the turning point, wind conditions suddenly changed. At approximately 2050Z, the remote controller unit showed critically low battery warning of the RPA which was at 25%. The pilot activated a land mode, whereafter, the RPA lost signal. The pilot stated that under normal wind conditions, the RPA would have made it to the launch site, however, it crashed en route as the battery was critically low. The demand for more power to propel the RPA against the strong headwind conditions caused the battery to deplete faster. The pilot drove to the last known location based on the controller unit data and found the RPA crashed with substantial damage sustained on two of the propeller blades in different motors as well as the landing gear. No injuries to persons or damage to property was reported. The pilot stated that he requested battery maintenance for cell balancing which he believed was carried out during the latest RPA annual maintenance.
TBA	19-04-2023	ZT-XNI	Vryheid	SIRIN	Remotely Piloted Aircraft System	KZN	0	According to the pilot, at approximately 0050Z, the RPA was on a return flight just after the turning point about 8km from the launch station when the remote controller (RC) screen froze, and the control signal disconnected from the RPA. The pilot then attempted to engage the navigational lights but was in vain. The RPA did not return to home even though it had the failsafe mode. The pilot drove to the last known location as per the controller unit data and found the RPA crashed with substantial damage sustained on the propeller blades in different motors as well as the landing gear.
TBA	19-04-2023	ZT-YAA	Nottingham Near Pietermaritzburg	Arace Sirin	Remotely Piloted Aircraft System	KZN	0	The pilot reported that the RPA was took off and climbed to approximately 95 metres (m) above ground level (AGL) and travelled 3 kilometres (km) to survey the railway line; the pilot found nothing out of the ordinary as well as took a few images. Thereafter, he flew the RPAS back to home, hovered above his parked vehicle, and took more images. Soon after, the RPA plummeted to the



								ground. The RPAS sustained substantial damage. Post-accident: The operator reported that there was loss of thrust in one of the motors.
TBA	10-04-2023	ZU-FCB	Private farm in Piketburg	JK-05-Junior	Operation of Non-type Certified Aircraft	WC	0	The pilot reported that he was engaged in a private flight from Worcester Airfield to a private farm in Piketburg. On arrival at the farm, he conducted an unmanned procedure. He noticed that the windsock was indicating an easterly wind, which was a crosswind. On the first attempt to land, the aircraft was too high, and the pilot decided to do a go around. On the second attempt, the aircraft bounced twice and landed hard with the nose gear first, which broke off and therefore, the propeller struck the ground before the aircraft came to a stop. After disembarking the aircraft, the pilot noticed that the windsock was indicating 10 knot tail wind.
TBA	08-03-2023	ZT-RHB	Barnstormers Model Flying Club	R66	General Operating and Flight Rules	GP	0	The pilot stated that the flight was uneventful, however, en-route to Ultimate Heliport and flying over Barnstormers Model Flying Club at approximately 6000 feet above mean sea level (AMSL), the helicopter collided with a yellow drone. The pilot stated that he did not see the drone registration mark. The helicopter continued with the flight without any issues and landed safely at Ultimate Heliport. Post-incident inspection of the helicopter showed yellow paint marks on the nose of the fuselage running towards the belly.
TBA	10-03-2023	ZS-PKB	FAOR	Beech 1900	Air Transport Operations – Carriage of less than 20 Passengers or. Cargo	GP	0	On 10 March 2023 at 1130Z, a scheduled Cemair aircraft from OR Tambo International Airport (FAOR) Gauteng Province to Margate Airport (FAMG) KwaZulu-Natal Province, requested start and pushback from ground controller. On board the aircraft was 3 crew and 18 passengers and aircraft registration was ZS-PKB. According to the pilot monitoring (PM) their tug pushed them back from park bay C19 to taxiway India while they started the engines. They completed their after-start checklist and waited for the tug to disconnect. The tug disconnected and drove to the right of the aircraft towards C19 parking bay. The PM requested taxi clearance to the runway in use as they were ready, and it was given. The PM monitoring said as soon the pilot flying started to taxi, he suddenly felt a pull to the right. The PM looked outside and saw that their

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								right wingtip had collided with the top part of the tug. The aircraft sustained minor damages on the wingtip and the tug had minor damages.
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*Last date of update: 26 June 2023*