

**Aircraft Occurrence April 2024**

*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
	02-04-2024	ZS-ZZZ	Grootville near Ballito	SR 22	General Operating and Flight rules	KZN	0	The pilot stated that he conducted the run-up checks before getting airborne; he used Runway 05. The wind was blowing north-easterly at the time. After lift-off, the pilot stated that he heard the stall warning sound followed by the drop of the right wing and could not recover. The aircraft crashed and was damaged.
	12-04-2024	ZU-AVM	Tedderfield Aerodrome (FATA)	Vans RV4	Operation of Non-Type Certificated Aircraft	GP	0	According to the eyewitness, the pilot and the passenger arrived at the FATA hangars on the morning of 12 April 2024. The pair had planned to fly to home base in FABB. After the pre-flight, the aircraft took off from Runway 29 (RWY29). During take-off, the aircraft was observed turning slightly towards the right and then it made a full left turn with a left-wing low, whereafter it lost height and crashed next to the hangars on the left-side of the runway in use. A video footage recording of the accident flight from the close-circuit television (CCTV) cameras from several hangars was secured. Both occupants of the aircraft survived the accident with only the pilot sustaining serious injuries to the legs and scratches to the face. The aircraft sustained substantial damage. The passenger was able to vacate the aircraft without assistance, and the passenger was trapped in the aircraft. The aircraft's fuselage was cut by the people at the aerodrome during rescue of the pilot.
	15-04-2024	ZU-MND	Open field near Touws River	Sling 4 TSi	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that they took off at 0830Z and 45 minutes in flying, the aircraft engine oil temperature increased. The pilot checked the instruments and adjusted the propeller setting but there was no change. The pilot then decided to divert back to FASH, however, the oil pressure continued to drop, and the pilot switched off the engine and attempted a re-started but was unsuccessful. He declared a Mayday on Cape Town information frequency 131.125 and then identified a road and decided to execute a forced landing. During approach he realised that there were more cars on the road but was blown by the strong wind and landed in an area which had anthills. The aircraft impacted one or two anthills which ruptured the fuel tanks. The aircraft sustained substantial damage
	17-04-2024	ZU-EFA	Hillandale Hideaway, 15 nautical miles southeast of FAPG	Bushbaby 500	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that during the flight to FAPG, the engine temperature started fluctuating up and down and then the engine lost power. The pilot identified an open field and decided to execute a force landing at Hillandale Hideaway which is situated approximately 15 nautical miles southeast of FAPG. The aircraft rolled for approximately 80 metres before coming to a stop. The left main landing gear collapsed, and the propeller struck the ground during the landing roll. The aircraft sustained damage to the left-hand gear and propeller.



	21-04-2024	ZS-KNE	Witbank Aerodrome (FAWI)	C172RG	General Operating and Flight rules	MP	4	According to the reporting of the accident, the aircraft initially took off from Nelspruit Aerodrome (FANS) in the Mpumalanga province with three pilots who were intending to conduct an hour-building flight towards their commercial pilot licence between FANS and FAWI. The aircraft upon arrival at FAWI, one of the pilots (female) disembarked the aircraft and the two male pilots were joined by two passengers from the local area in Witbank. At this time the pilots were aiming to conduct a flight around the GFA. During take-off, the aircraft was observed struggling to gain height and it later stalled and impacted the ground in the mine area whereafter post-impact fire erupted.
	21-04-2024	ZS-NVE	Kalahari Lion Safaris	Cessna 402C	General Operating and Flight rules	NW	0	According to the pilot's reporting, upon arrival, the aircraft was landed and taxied back (back-track) for a line-up on Runway 35. During a turn for line-up on Runway 35, the aircraft's nose landing gear collapsed due to an uneven surface. The two engines' propellers made contact with the ground causing damage to the propeller blades. No injuries were sustained by any of the occupants. The aircraft sustained damage to the nose landing gear, the nose section, and the propeller blades.
	22-04-2024	ZU-IWA	Stellenbosch Airfield (FASH)	RV14	Operation of Non-Type Certificated Aircraft	WC	0	According to the pilot's reporting, on the third circuit after approximately 25 minutes flight, he intended to conduct a full-stop landing. The aircraft approach was stable at 65knots(kt) and the touchdown was uneventful. The aircraft during a landing roll was travelling at a speed of 30kt and the pilot in an attempt to reduce the speed with the intent to make a turn into a taxiway, he applied excessive brakes which caused the aircraft to nosed over and subsequently the propeller made contact with the runway surface. The aircraft came to a full stop and remained in a position with a tail-high attitude. No injuries were sustained by the pilot during the occurrence. The aircraft sustained damages to the propeller, the nose section, and the left main landing gear fairing.
	21-04-2024	ZU-MJM	Nandoni Airfield near Thohoyandou	J400	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	According to the pilot's reporting, a preflight was conducted with no anomalies noted except for the known speedometer indicator and the brakes which tend to be slightly ineffective. The pilot further stated that he lined up the aircraft for take-off and gave power with the parking brake ON. He then released the parking brake and allowed the aircraft to begin a take-off roll. At about 7-10 seconds in a roll, the pilot noticed that the speed indicator was not showing any readings, as such the pilot decided to abort the flight. The pilot closed the throttle and applied the brakes however it was slightly ineffective. As the aircraft continued to roll along the runway it got to a portion of the runway which is a down slope, this further exacerbated the continued roll of the aircraft of which the speed could not be reduced through brake application. The aircraft as it reached towards the end of the runway, the pilot turned it to the right whereafter it collided with the dune on its right main landing gear and broke off. This was followed by the nose gear that sustained bend damages to the right causing the propeller to make contact with the ground and sustain damage.



	30-04-2024	ZS-MGW	Wonderboom Airport (FAWB)	PA34	General Operating and Flight rules	GP	0	The pilot stated that the flight from Kruger Mpumalanga International was uneventful. When the pilot arrived at Wonderboom aerodrome she carried out a touch and go. While she was doing her after-take-off checks she realised that the undercarriage was not retracting. The pilot then flew a circuit on the "dead" side of the circuit while she tried to rectify the problem. A pilot in an aircraft at the holding point of Runway 11 informed the pilot that he was able to see the landing gear but could not confirm if it was in the locked position or not. The pilot elected to attempt the landing and when the aircraft landed, the landing gear folded, and the aircraft slid on its belly.
	12-04-2024	ZS-SYF	Open field near Hamburg, East London	PA28R-201	Aviation Training Organisation	EC	0	The instructor reported that the flight to FAEL and the touch-and-go landings were uneventful. The instructor further stated that whilst routing from FAEL, approximately 2 nautical miles (nm) east of Hamburg, the aircraft had prop overspeed which was followed by oil pressure loss and oil temperature increase. Thereafter, there as a reduction in engine power and the aircraft could not maintain altitude. This occurred whilst they the aircraft was at an altitude of 1900 feet. The instructor identified an open field and executed an emergency landing. During the landing roll, the right-side wingtip impacted an anthill. The aircraft sustained damage to the right-side wingtip. Post-accident inspection by the operator revealed that the right-side magneto had dislodged from the engine which resulted in loss of oil as well as loss of engine power. All three occupants were not injured during the accident sequence. Cause: Unknown. The right-side magneto dislodged from the engine which resulted in loss of oil as well as loss of engine power.
	16-04-2024	ZS-PKB	Runway 08 at Venetia Mine	Beechcraft 1900D	Air Transport Operations - Carriage of more than 20 passengers or cargo	LIMPOPO	0	The pilot flying (captain) stated that the flight to FAVM was uneventful. Upon arrival at FAVM, the crew went through the before landing checklist procedures as stipulated in the pilot operating handbook (POH) and selected the gear selector switch to the down (Extended position). The 3 green lights illuminated on the instrument panel indicating that the landing gear was in a down and locked position. The wind favoured Runway 08 (071° heading) which is 1 550 metres (m) in length. After touch down on Runway 08, the left main landing gear partially collapsed and leaning forward. The PF kept control of the aircraft and it came to a stop on the centreline of the runway. The passengers disembarked the aircraft unassisted, and no one was injured. The aircraft sustained no damages to the structure/airframe or propeller blades. Post-incident inspection of the aircraft by the Aircraft Maintenance Engineer (AME) revealed that the left main gear Retraction/extension actuator rear (top) attachment bolts with Part number 130909B169 had sheared off. Pieces of one bolt were found approximately 150 metres (m) from the runway threshold and the other bolt pieces were found inside the wheel well. No signs of flat spots were noted on the left main wheel tyres. Cause Unknown: the left main gear retraction/extension actuator rear (top) attachment bolts with Part number 130909B169 had sheared off.
	21-04-2024	ZS-FGE	FAOR	737-800	Air Transport Operations - Carriage of more	GP	0	According to the reporting of the occurrence, the aircraft during take-off while on rotation lost the outer wheel of the two wheels on the left main landing gear. The aircraft was contacted through the FAOR Tower and was informed about the



					than 20 passengers or cargo			occurrence. The crew in response, advised that they request permission to go to the holding point to burn sufficient fuel in an attempt to reduce weight to allow a safe emergency landing intended for FAOR. Tower advised them to go to the holding point in the direction over the Waterkloof area. The aircraft later after approximately an hour came back for landing. The aircraft during the approach was given permission and all required airport emergency response entities such as Airports Company of South Africa (ACSA), Airport Rescue and Fire Fighting Team (ARFF), Emergency Medical Service etc. were on standby. The aircraft landed safely on Runway 21R and came to a full stop. Upon the arrival of the emergency responders the Airport Fire and Rescue team, they noticed the remaining left inner main landing gear wheel had given in and busted during the landing roll. None of the occupants sustained any injuries during this occurrence sequence. The aircraft damages were limited to the left main landing gear wheels. Two wheels were fitted, and the aircraft was towed to the operator's hangar.
TBU	22-04-2024	ZU-DXZ	En-route to FASI	J160	Operation of Non-Type Certificated Aircraft	GP	0	According to the pilot's reporting, a preflight was conducted with no anomalies noted. The aircraft took off with no anomalies noted and headed to the intended destination. The pilot further stated that all indications in the cockpit instrument were in order. At approximately 20 nautical miles (nm) the pilot noticed the engine began to lose power and then shut down. The pilot attempted to restart however it was all in vain. The pilot then surveyed the surrounding environment and identified a gravel road on a private farm and aimed for it to perform a forced landing. The aircraft landed safely without sustaining further damage.

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