



## Aircraft Occurrences August 2020

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

Accident Ref	Date of Occ	Aircraft Type	Registration	Province	Area of Occurrence	Fatalities	Circumstances	Type of operation
TBU	1 Aug 20	Robinson R44	ZS-RDI	NC	Private Farm near Colesberg	0	The pilot reported that while following game, he lost the tail rotor effective, lost control of the helicopter as a result and crashed.	General Aviation and Operating Flight Rules
TBU	7 Aug 20	MIDIX	ZU-JAC	GP	FABB	0	The pilot reported that during approach for landing on Runway 36 Brakpan (FABB), the aircraft's undercarriage collapsed, and the aircraft veered off to the right. The aircraft skidded on its belly for approximately 20 metres before it came to rest.	Operation of Non-type Certified Aircraft
TBU	8 Aug 20	Cessna R182 Skylane RG II	ZS-KVA	GP	FAWB	0	The pilot reported that he took off from Wonderboom Airport (FAWB) on a private flight to Sekunda. On arrival in Sekunda, the landing gears failed to lock on the down position. After trying to engage the manual landing gear extension without success, the pilot elected to return to FAWB. On arrival at FAWB, the pilot contacted the AMO who tried to assist whilst the aircraft was still airborne. It was determined that there was no hydraulic fluid in the system. The crew replenished the system with two quarts of oil, however, this did not rectify the problem. The pilot elected to land the aircraft, and on touchdown, the landing gears collapsed.	General Aviation and Operating Flight Rules
TBU	10 Aug 20	PA 22-150	ZS-CRB	GP	Zynkraal Airfield	0	The pilot reported that the aircraft was on the take-off roll, passing hangars on its left side when a gust of wind hit the aircraft, causing the left wing to lift. This caused the right wing to scrape the ground and the right gear to fail.	General Aviation and Operating Flight Rules
TBU	16 Aug 20	PA32-300	ZS-NCE	LIMPOPO	FAPI	0	The pilot reported that after take-off, the engine started to run rough and lost power. He executed a forced landing 3km from the take-off runway.	Agricultural Operations
TBU	14 Aug 20	Windlass Trike	ZU-ABE	MP	FAMB	0	A witness reported that the aircraft was being taxied up and down Runway 14/32 as the pilot had just bought the aircraft and was testing it. During taxi toward Runway 32, the aircraft was hit by a gust of wind from the right and it veered off to the left of the runway. The left wing impacted the ground before the aircraft came to rest.	Operation of Non-type Certified Aircraft
TBU	17 Aug 20	Safari	ZU-IED	LIMPOPO	Parsons Airstrip	0	The pilot reported that he joined overhead at 2500ft and made a tear drop for Runway 33 for a precautionary inspection of the runway. On completion, he joined a left-hand downwind for Runway 33. The aircraft touched down with all three wheels. Due to the runway length being long, there was no need for hard braking. He elected to backtrack on the runway and, during a turn, the left gear failed, followed by the right gear. The propeller impacted the ground and the engine stopped.	Operation of Non-type Certified Aircraft
TBU	19 Aug 20	Cessna172D	ZS-DOW	MP	FAWI	0	The student pilot stated that he took off from Grand Central Airport (FAGC) in Gauteng Province, with an intention to do an hour building and to land at Witbank Airport (FAWI) in Mpumalanga Province. He stated that he flew at 7000ft. When he arrived at FAWI, he climbed to 7300ft for the unmanned joining procedure. He did one circle above the runways to check for the windsock. At that time, the windsock was showing wind variable, which he also confirmed with his passenger who is also a student pilot. He did another circle to double check the wind and then decided to land on Runway 22. Then, during final approach, he saw speed variation increase but he felt it was too late to do a go-around, so he landed with a tail wind. After landing, it was too late to do a touch-and-go because of the short runway length. He pressed the brakes but felt that the aircraft was not slowing down. He shouted twice to his passenger to press the brakes with him, but still the aircraft did not slow down. The aircraft overshot the runway, hitting the ground and the concrete wall at the end of the runway.	Aviation Training Organisation
TBU	21 Aug 20	Bantam BJJ2	ZU-FAN	WC	Amakhanda Game reserve	0	The pilot and a passenger took off from Amakhanda Game Reserve on a patrol flight. The pilot reported that after 25 minutes at approximately 200m AGL, the engine lost power and stopped. The aircraft hit a tree and crashed.	Operation of Non-type Certified Aircraft
TBU	24 Aug 20	Bush-Baby 450	ZU-ANI	NW	FAKD	0	A pilot took-off from Runway 36 at Klerksdorp (FAKD) on a test flight. After adjusting the rudder pedal bars, the pilot reported that he did two circuits and, on the third circuit while on the left downwind Runway 36, the engine stopped. He restarted it, but it stopped again. The	Operation of Non-type Certified Aircraft



							pilot decided to do a forced landing on a field, west of the airfield. During final approach, the aircraft's left wing clipped a bush, swinging the aircraft around before it crashed.	
CIVIL AVIATION AUTHORITY	28 Aug 20					0	The pilot was the sole occupant on-board the aircraft. He took-off from Runway 36 at FABB on a local 'pleasure' flight at 0700Z. After being airborne for approximately 50 minutes, the pilot returned to FABB for a full stop landing. The prevailing wind was assessed to be from the north and, thus, Runway 36 was elected for landing. According to the pilot, his approach was stable with a speed of between 65 and 70 knots. As he was about to touch down (this is a tail dragger aircraft) he encountered a gust of wind from the right, which lifted the right wing. The left wing made contact with the asphalt runway surface. The pilot lost control of the aircraft and it veered off the runway and came to rest on a grass-covered area next to the runway.	Operation of Non-type Certified Aircraft
TBU		Giles G-202	N818WT	GP	FABB			
TBU	28 Aug 20					0	On-board the aircraft was a commercial licensed pilot, as well as a designated examiner (DE). The purpose of the flight was to conduct a CPL test. The aircraft took off from Runway 35 at FAGC at 1120Z. After being airborne for 1 hour and 40 minutes, the duo returned to FAGC for a full stop landing. The commercial pilot was the pilot flying (PF). They were cleared to land on Runway 35. The wind was variable and gusty. 15° of flap was selected for landing. The approach was stable, and the landing gear was down with 3 greens. The aircraft touched down on the centreline abeam the approach lights. During the landing roll, the PF was required to make several rudder inputs due to the crosswind conditions to keep the aircraft on the centreline. Approximately 300m after touchdown, the aircraft started to veer off to the right and the DE instructed the PF to increase the left rudder input. With the left rudder pedal fully depressed, the right wing started moving towards the ground. At this stage, the DE took over control of the aircraft and requested the PF to press the left brake as there were no brakes on the right-hand rudder pedals (DE side). Full left aileron deflection was made in an attempt to keep the wings level. The right wing tip tank then made contact with the runway surface and, from there onwards, it was not possible to correct the situation. The PF then pulled the mixture control levers to the cut-off position to shut-off both engines to prevent damage to the engines and the propellers. The aircraft veered off to right of the runway and came to rest in a right-wing low attitude. The DE then called the control tower and informed air traffic control (ATC) of the situation. The crash alarm was activated by ATC and the aircraft rescue and fire-fighting (ARFF) personnel responded swiftly. On their arrival at the scene, they sprayed water and foam beneath the right engine in anticipation of a grass fire. The aircraft sustained damage associated with right main gear collapse.	Aviation Training Organisation
TBU		PA-30-160	ZS-DVD	GP	FAGC			
TBU	26 Aug 20					1	The student and instructor took off from Springs airport (FASI) for the student's first night flight training. On their return to FASI, the aircraft hit a tree and crashed. The student was fatally injured, and the instructor sustained serious injuries. The aircraft was destroyed during the accident.	Aviation Training Organisation
TBU		C172	ZS-OET	GP	FASI			
TBU								
TBU	09-08-2020	PA 28-160	ZS-MKZ	GP	FASI	0	The pilot reported that he was on an hour building flight and, while landing at FASI, the left landing gear broke/failed. The landing gear broke on the oleo.	General Aviation and Operating Flight Rules
TBU								
TBU	15-08-2020	Piper PA28-180	ZS-MZU	GP	FAWB	0	The student pilot reported that she was returning from a navigation flight and, on short finals for Runway 29, she saw an aircraft lining up for take-off on Runway 29. She requested a go-around and the air traffic control (ATC) instructed her to continue with the landing. The aircraft touched down hard and bounced, resulting in the propeller impacting the ground and the nose gear failure.	Aviation Training Organisation
TBU								
TBU	15-08-2020	Piper 31-310	ZS-LKS	GP	FABB	0	The pilot reported that he failed to select landing gear down, resulting in a belly landing.	Operation of Non-type Certified Aircraft