

Aircraft Occurrences August 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	Registration	Location of Accident	Aircraft Type	Operations (Private, Training)	Fatalities	Circumstances
TBA	04-08-2021	ZS-RHD	Elim Game farm near Hertzogville	Robinson R44	General Aviation and Operating Flight Rules	0	The pilot took-off from Benoni-Brakpan Aerodrome (FABB) Gauteng Province to Elim Game farm near Hertzogville in the Free State province, to conduct inspection of animals in his farm. The flight from FABB to the game farm was uneventful. During low flying and inspecting the animals the helicopter collided with power lines and hung onto the powerlines by the horizontal and vertical stabilizers. The pilot jumped out of the helicopter which was hanging nose down approximately 1m off the ground. A post impact fire started destroyed the helicopter.
TBA	20-08-2021	ZS-STP	FAWB	Cessna 172	Aviation Training Organisation	0	A student pilot took off from Wonderboom National Airport (FAWB) on a solo circuit training flight. Two circuits were conducted without incident. The student pilot lined up to land on Runway 29 during the third circuit with a tail wind of 9 knots. However, during landing the aircraft bounced once and landed again on the runway with the nose landing gear touching down first. The pilot then applied brakes, but the aircraft veered off to the left of the runway before coming to a stop. The aircraft sustained minor damage to the fire wall.
TBA	23-08-2021	ZS-CKP	FAPA	PA-18A-150	General Aviation and Operating Flight Rules	0	A pilot took off from Runway 28L at Port Alfred Airfield (FAPA) to conduct a function test post maintenance of the aircraft. The pilot stated that he started up the engines and taxied to the fuel bay; once done refuelling, he started up the engines again and conducted run-up checks and proceeded to take off. When he was at approximately 600 feet, he had an engine failure. The pilot stated that he switched tanks and the engine ran momentarily but stopped again. The pilot decided to return to the airfield (FAPA) where he executed a forced landing on a grass area.
TBA	24-08-2021	ZS-ROA	Farm in Nylsvlei	R22 Betta 2	Helicopter aerial work and other operations	0	On 24 August 2021 a pilot took off from a farm in Nylsvlei in the Limpopo Province for game capture. The pilot had already conducted three flights for the day. On the accident flight the pilot felt the helicopter lose power, and the engine ran rough while he was flying in between the trees (shimmed left and right). The helicopter started yawing and, the helicopter tail rotor struck the trees and the helicopter started spinning. The pilot closed the throttle and the spinning subsided (stopped), that's when the pilot landed in a small clearing in the bush.
TBA	26-08-2021	ZS-KFG	FASI	Piper 34	Aviation Training Organisation	0	On the 26 August 2021 a pilot and a student took off from Springs Airport (FASI) for a training flight in the general flying area. They then returned from the general flying area and were given clearance to land on runway 21 at Springs Airport (FASI). The pilot landed the aircraft with-out any incident. Whilst



							still on the roll the nose wheel collapsed on the runway. When the aircraft finally came to rest on the runway, the pilot and student exited the aircraft.
TBA	01-08-2021	ZS-SPB	FALA	Cessna C172N	Aviation Training Organisation	0	An instructor and a student pilot took off from Lanseria International Aerodrome (FALA) on a circuit training flight with the intention to land back at FALA. While on downwind for Runway 07, the aircraft's engine failed, and the pilot executed an emergency landing on taxiway Charlie.
TBA	01-08-2021	ZS-WBM	Silver Creek Airfield	Piper 24-250	General Aviation and Operating Flight Rules	0	The pilot took off on a private flight from Aviators Paradise Aerodrome (FAAP) with the intention to land at Silver Creek Airfield. Upon landing Runway 08, the pilot forgot to lower the landing gears and the aircraft landed on its belly.
TBA	03-08-2021	ZS-FWR	40km west of Rustenburg near Morningside farm	PA-28-140	General Aviation and Operating Flight Rules	0	A pilot and a passenger took off from Wonderboom Aerodrome (FAWB) for an hour building flight to Rustenburg Airfield (FARG), Zeerust Airfield (FAZR) and they intended to return to FAWB. The pilot stated that she climbed to 7700 feet (ft) to cross the Magaliesburg mountain range which is to the west of FARG. On crossing the mountain range, the aircraft speed increased abruptly. She attempted to reduce the speed by reducing power and at first it decreased to 80kts, then again sped up to 180kts. She reduced the power again and the speed reduced to 60kts. She then identified an open field and executed forced landing. During the landing roll, the aircraft collided with fence wires and metal posts.
TBA	04-08-2021	ZU-ITC	FABW	Super-Kub	Operation of Non-type Certified Aircraft	0	A pilot took off on a ferry flight from New Tempe Airport (FATP) to Beaufort West Airport (FABW). Whilst in-bound for FABW, the pilot tried to contact FABW aerodrome flight information service (AFIS) but his transmission was unreadable. FABW AFIS asked other aircraft in the vicinity to relay the message, to the pilot (of ZU-ITC) but he could not be reached. After 3 minutes, ZU-ITC joined overhead the airport's Runway 03 (which was closed due to unserviceability of the runway and as stated on the NOTAM). When on final approach for Runway 03, an AFIS officer advised the pilot to go-around and join Runway 08 or 35 for landing. The pilot conducted a go-around and joined left downwind Runway 35 and landed safely at 1012Z.
TBA	05-08-2021	ZS-FIA	FABW	Cessna 172	Aviation Training Organisation	0	A student pilot took off on an initial solo flight at Beaufort West Airport (FABW) at 1030Z and landed at the same airport at 1039Z. During the landing roll, the student pilot failed to slow down the aircraft, which led to him missing the exit point (Taxiway C). The student pilot told the aerodrome flight information service (AFIS) officer that he went off the runway, just after Taxiway C. The AFIS officer told him to shut down the engine; the officer then closed the runway and told other traffic to maintain the circuit pattern at 4000 feet. The RV1 (a runway inspection vehicle) was already on standby to conduct runway inspection. Personnel in the RV1 were also requested to attend to the student pilot.
TBA	16-08-2021	ZS-EVJ	FAEL	PA-28-140	Aviation Training Organisation	0	The pilot was on a training flight from Port Alfred Aerodrome (FAPA) in the Eastern Cape province with an intention to conduct touch-and-go landing at East London Airport (FAEL), which is also in the Eastern Cape province. The flight from FAPA to FAEL was uneventful and was conducted under visual flight rules (VFR) by day. The pilot stated that on final



							<p>approach for Runway 11 at FAEL, the wind gust slightly increased, causing the aircraft to be unstable. While on touch down, she lost control of the aircraft (which was now moving in alternate left and right turns/zigzag motion). The pilot stated that she decided to abort take-off by cutting off power; and as soon as she applied the brakes, the aircraft veered off to the left of Runway 11 before coming to a full stop on the grass. During that sequence of incident, the nose wheel collapsed, and propeller blades struck the ground and subsequently bent.</p>
TBA	16-08-2021	ZS-JNE	Inflight closed to Pilanesberg Enroute to FYOA	Cessna 421C	General Aviation and Operating Flight Rules	0	<p>The pilot was engaged in a private flight from Lanseria Airport (FALA) in Gauteng province to Ondangwa Airport (FYOA) in Namibia. The flight was conducted in instrument flight rules (IFR) by day. The flight from take-off was uneventful, however, during climb, the pilot noticed a slight drop of the left wing which steadily progressed, becoming worse until he reached Flight Level (FL) 135. At that stage, he made an emergency call (PAN-PAN) to air traffic control (ATC) and, a few minutes later, made another emergency call (MAYDAY) call again to (ATC). The ATC diverted him to Pilanesberg Airport (FAPN) in North West province. The pilot stated that during approach for landing, he executed a 270° turn to the right to compensate for the stable approach and the landing was uneventful. The aircraft sustained no damage and there were no injuries reported. Following the occurrence, the pilot stated that after he visually checked the fuel quantities in both tanks and found that the left tank had more fuel than the right tank. The pilot further stated that while he was going through the checklist in the cockpit, he was distracted by phone calls, hence, he missed the fact that the fuel selector was selected to the right-side tank and that he took off with both engines feeding from the right-side tank, which caused the imbalances of fuel in the tanks. This resulted in the left wing dropping during flight. According to available information, the aircraft was refuelled to capacity on 16 August 2021 with 809 litres of Avgas. The aircraft fuel capacity is 809 litres.</p>



TBA	22-08-2021	ZS-PWW	FAPI	Cessna 172	General Aviation and Operating Flight Rules	0	A pilot and a passenger took off from Polokwane International Airport (FAPP) on a private flight to Grand Central Airport (FAGC) in Gauteng. The pilot routed to Pietersburg Airfield (FAPI) for fuel uplift before he could make his way to FAGC. The flight to FAPI was uneventful, and the pilot landed without incident on Runway 08. However, when the pilot taxied off the runway, the aircraft impacted a pole with its left wing.
TBA	26-08-2021	ZU-DFR	FAWB	Jabiru 450	Operation of Non-type Certified Aircraft	0	On 25 August 2021 a pilot took off from Wonderboom Airport (FAWB) from runway 29 for a private flight to Rhino Park. The pilot took off without incident, and when he was stabilized (at cruise/levelled off) the pilot said that the engine power reduced from 2800 RPM to approximately 2100 RPM. The pilot then made a Mayday call to the tower and the tower cleared him for landing on runway 06 at FAWB. The pilot landed safely on runway 06. The aircraft did not sustain any damage during the landing sequence. The pilot was not injured. After the incident the aircraft engine was inspected, and the engineers found out that the rear sparkplug (NGK type) on number 6 cylinder was ejected from its position (hole) due to its threads and that of the cylinder head being damaged or stripped most probably because the spark plug was over-torqued during installation. Overtightening the sparkplugs could cause stress to the aluminium shell, leading to thread damage or breakage. The cylinder in question was removed from the engine and taken to the engineering shop and a new threads shell was inserted into the cylinder head using a special tool and the new spark plug was installed and torqued IAW the engine manufacturer specification. Engine run was carried out and it met all the parameters. This aircraft had a 100-hour annual inspection carried out on 19 August 2021 at 890.3 hours (this was the first flight after maintenance). The torque wrench used was correctly calibrated. •
		ZS-ALJ & ZS-CMG	FAGG & FAOR	Embraer 140 & Bombardier CL-600	Air transport operations	Unknown	The Approach control at FAGG reported that Cemair 125 (KEM125) requested to depart Runway 29 at FAGG. The tower was unmanned, however Approach was manned and advised KEM125 that there was traffic inbound for runway 11 and told KEM125 to hold position at A3 taxiway as he had already taxied. The crew read back correctly. The aircraft then broadcasted unmanned on Approach frequency (even though tower was open - aircraft was also told tower was open) and proceeded to depart Runway 29 head on to the arriving aircraft Airlink flight 4Z622 (LNK621). LNK621 had to be levelled off at 8 000 feet and turned south to a heading of 165° for separation. The Tower controller at FAGG reported that the tower Frequency opened at 0545Z, no pilot responded, the tower controller noticed KEM125 lined up on Runway 29, tower controller re-opened the frequency to check that I was transmitting time 0546Z, I noticed that KEM125 started to roll. Aircraft was not on tower frequency, departed after tower opened without an ATC clearance. The Airlink crew reported that while LNK621 was on the approach into FAGG under radar control onto Runway 11 a Cemair aircraft took off from Runway 29 after being advised by Approach at FAGG approach (VHF frequency 128.20 MHz) that runway 11 is in use and that there is an Airlink aircraft on approach for Runway 11. The Cemair aircraft with callsign KEM125 disregarded ATC and took off on Runway 29 directly into The Approach control at FAGG reported that Cemair 125 (KEM125) requested to depart Runway 29 at FAGG. The tower was unmanned, however



TBA	23-08-2021					<p>Approach was manned and advised KEM125 that there was traffic inbound for runway 11 and told KEM125 to hold position at A3 taxiway as he had already taxied. The crew read back correctly. The aircraft then broadcasted unmanned on Approach frequency (even though tower was open - aircraft was also told tower was open) and proceeded to depart Runway 29, head on to the arriving aircraft Airlink flight 4Z622 (LNK621). LNK621 had to be levelled off at 8 000 feet and turned south to a heading of 165° for separation. The Tower controller at FAGG reported that the tower Frequency opened at 0545Z, no pilot responded, the tower controller noticed KEM125 lined up on Runway 29, tower controller re-opened the frequency to check that I was transmitting time 0546Z, I noticed that KEM125 started to roll. Aircraft was not on tower frequency, departed after tower opened without an ATC clearance. The Airlink crew reported that while LNK621 was on the approach into FAGG under radar control onto Runway 11 a Cemair aircraft took off from Runway 29 after being advised by Approach at FAGG approach (VHF frequency 128.20 MHz) that runway 11 is in use and that there is an Airlink aircraft on approach for Runway 11. The Cemair aircraft with callsign KEM125 disregarded ATC and took off on Runway 29 directly into approaching traffic, causing LNK621 to discontinue their approach and they were instructed by Approach control to turn right on a heading of 165°. According to Cemair the tower at FAGG opens at 0545Z, which is correct, and it is according to NOTAM Med (see NOTAM below). Approach control opens at 0530Z. During the period the tower is closed the unmanned aerodrome procedure is being applied for everybody, including training flights. According to the correspondence received from Cemair the crew made a "blind transmission" on the George tower frequency at 0537Z, saying that they are about to start. At 0542Z a "blind transmission" was made on the George tower frequency that KEM125 was about to taxi to Runway 29 for take-off. Runway 29 was selected as there was hardly any wind and with the sun behind them. On entering the taxiway and on the Approach frequency Cemair 125 was contacted by the George ATC and informed that runway 11 was in use and that Airlink was in the TMA. "Please keep in mind that the tower is "officially" not as yet open. "To the best of my recollection, the ETA of Airlink was not passed onto Cemair however a replay of the recording tapes would be able to verify this point. Cemair responded that they were ready for an immediate take-off and that they would be departing from runway 29 utilizing the prescribed unmanned airfield procedures. These procedures were all complied with on the George tower frequency, i.e., the lining up call, the rolling call, and the intentions after take-off (which was a left hand turn out, to circle over head the airfield and would be making contact with either George approach or Cape Town information for further clearance). The take-off roll commenced at 0544Z. After commencing the take-off and approximately halfway through the take-off run, the ATC at George made a transmission directly to KEM125 "that the tower is now open". From radar data it could be seen that KEM125 turned out left shortly after take-off. LNK621 turned right while on approach for Runway 11 as they were instructed by the Approach controller. The separation between the two aircraft was 14 nm in the horizontal plane at that stage.</p>
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TBA	25-08-2021	ZS-PTV & ZS-JRE	FAEL	Piper PA-28R-200 & Boeing 737-400	Aviation Training Organisation & Air transport operations	0	<p>The aircraft ZS-PTV, flying under the call sign Prima 285 departed from 43 Air School (FAPA) with the pilot being the sole occupant on board. He was in bound from the North requesting two touch-go-landings at FAEL. ATC instructed the pilot to report field in sight, thereafter, to join and report on a left downwind for Runway 11. Prima 285 was observed turning for left downwind Runway 11, he was observed to be close to the runway centreline. At 07:21:48Z the pilot doing the radio work on board Safair 142 informed ATC that they were establish on the ILS for Runway 11, whereupon ATC instructed them to continue with the approach. ZS-EGX was upwind and have not commenced with the turn for right down wind yet. At 07:22:10Z Prima 285 was instructed by ATC to turn right and to continue routing North of the aerodrome and to standby further instructions to keep him clear of the final approach path. At 07:23:47Z, ATC instruct the pilot of Prima 285 to turn right and re-establish on the left downwind for Runway 11. However, instead of the pilot turning right he turned left towards the final approach path of Runway 11. At 07:24:28Z, Safair 142 was cleared to land by ATC. At 07:25:12Z Safair 142 asked ATC if he is aware of the traffic turning base leg for Runway 11 in front of them. At 07:25:27Z, ATC instruct the pilot of Prima 285 to turn right and report final approach Runway 11. At 07:25:35Z, ATC again instructed the pilot of Prima 285 to turn right immediately, this time with a much more forceful voice, however the pilot continued with the left turn. Safair 142 was advised of the instructions issued to Prima 285, and to continue to land as both aircraft were in sight and Prima 285 was higher. After Prima 285 crossed overhead Safair 142 the pilot was instructed to orbit and then to report established on final approach Runway 11, by this time Safair 142 had landed and had vacated the runway. Prima 285 did one touch-and-go, to report safely airborne and thereafter routed outbound via Keyser's Beach.</p>
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