

Aircraft Occurrences August 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	02-08-2022	ZT-XDC	Gamsberg Mine Tailings dam	DJI Matrice 200 (M200)	Remotely Piloted Aircraft Systems	NC	0	The pilot stated that the remotely piloted aircraft (RPA) was being piloted in a grid pattern while on autopilot overhead the dam with approximately 40 percent battery power remaining. This was the last flight of the day. The pilot activated the 'Return to Home' function while monitoring the RPS screen. At 428 metres away from the launch site, the pilot noticed the camera live view shaking violently. The pilot took the controller and tried to regain control of the RPA which he visually observed spiralling out of control towards the ground. The pilot applied corrective input on the left stick in an attempt to regain height, but the RPA was unresponsive and crashed into the ground at 0852Z.
TBA	06-08-2022	ZU-BLJ	Bethlehem Aerodrome	GK 1	Operation of Non-type Certified Aircraft	FS	0	On 6 August 2022 at 0810Z, the pilot being the sole occupant on-board a ZU-BLJ was on a low short final approach for landing Runway 11 at FABM as his intention was to land the aircraft on the threshold. The aircraft collided with a vehicle (Ford Everest) that was driving on the roadway. The pilot managed to land the aircraft on the runway but due to the damage caused to the landing gear, the aircraft veered off to the right of the runway.
TBA	09-08-2022	ZU-EKY	Kaalfontein Farm	Windlass Aquilla	Operation of Non-type Certified Aircraft	NC	0	According to the passenger they left Pretoria last week and was towing the micro-light aircraft behind their vehicle to the Kaalfontein farm (Victoria West district in the Northern Cape) for the week they intend spending there on a hunting excursion. The passenger state they flew every day since they arrived on the farm. On Tuesday morning, 9 August 2022 they prepared for another flight. He states that it was colder than the previous mornings and they allowed the engine to idle for a while after start to ensure all the engine temperatures and pressures were in limits. He further mentions that there was no wind when they took off. He states that shortly after take-off the micro-light turned to the right and the pilot was unable to correct it and it remained in the right turn until ground impact.
TBA	09-08-2022	ZS-RSO	Stone Hill Game Farm	Robinson	Agricultural Operations	NW	0	According to available information there was a game capture team on the ground at the farm, which was catching certain game species they have bought from the owner. They commence by catching five giraffes. A helicopter was used to herd the animals to the boma. The pilot was accompanied by the farm manager, as he had to point out which giraffes were earmarked for capture. The pilot state that while they were herding the last giraffe towards the boma he maneuvered the helicopter to ensure the animal enter the boma and in doing so he turned downwind at low level. The low main rotor RPM audio warning sounded, and the pilot attempted to recover from the situation but due to limited height he was unable to, and the helicopter touched down heavily on the side of a dirt road. During the impact sequence the main rotor blades severed the tail boom and the skid gear where flattened. The cockpit/cabin areas were severely disrupted.
	08-08-2022	ZS-OAB	Richmond Aerodrome	Beechcraft B58	General Operating and Flight Rules	KZN	0	The pilot state that she is the company pilot for this business and Richmond Aerodrome is their home base where she flies from at least three times a week. On Monday morning, 8 August 2022 the pilot accompanied by two passengers flew from Richmond Aerodrome to Secunda Aerodrome, as the two passengers had to attend a business meeting. On their return to Richmond Aerodrome the wind was assess, to be from the south at 8 to 10knots. The pilot elects Runway 11 for landing. She states that during the landing roll the left



TBA								main gear started to collapse and the aircraft veered to the left of the runway into a ditch and came to rest in a sugarcane field facing 90° to the direction of landing.
TBA	11-08-2022	ZS-TLS	FAPE	Mooney M20M	General Operating and Flight Rules	EC	0	The pilot stated that they took off at approximately 1600Z and conducted 1 circuit and returned for their first touch and go. Air Traffic Controller asked the pilot to fly a tight circuit to accommodate a scheduled traffic, which he complied. The pilot stated that he turned final and realised that he was high and corrected before approaching at a correct angle. The pilot was cleared for touch and go on runway 08. He proceeded to land and forgot to lower the landing gear. The pilot further stated that he did not hear a landing gear warning horn and he is not sure if this aircraft has warning horn installed in it.
TBA	11-08-2022	ZS-SXS	FABW	Piper PA-28-161	Aviation Training Organisation	WC	0	On 11 August 2022, an instructor, and a student pilot onboard a Piper PA-28-161 with registration ZS-SXS took off on runway 08 from Beaufort West Aerodrome (FABW) on a touch and go training flight at night with intention to land back at FABW in the Western Cape. The flight was conducted under the provisions of Part 141 of the Civil Aviation Regulations 2011 as amended. The instructor stated that during circuit training with the student pilot in control, they conducted a touch and go. On rotation, there was a buck on the runway centreline and the instructor stated that she immediately took control of the aircraft. At this point there was a knock on one of the landing gears. They proceeded to do a circuit so that the response vehicle could clear the buck from the runway. The instructor stated that during the landing phase she cut the mixture to avoid a propeller damage. The aircraft landed on the main wheels and after the propeller had stopped, the nose wheel touch the ground and collapsed, and the aircraft came to a stop.
TBA	10-08-2022	ZS-CTY	FAGL	Cessna 172	Aviation Training Organisation	LMPOPO	0	A student pilot was sent on his second solo navigation flight with his planned route being from Wonderboom Aerodrome (FAWB) to Groblersdal Aerodrome (FAGL) to Warmbaths Aerodrome (FAWA) and then to return to FAWB. On arrival at FAGL the pilot elected to land on Runway 23 as there was no wind. The aircraft touched down on the runway and shortly thereafter there was a violent shimmy from the nose wheel. To control the aircraft, the pilot eased back on the elevator to take the weight of the nose wheel, but without any notice the nose wheel broke off and the nose gear fork dug into the runway surface, which caused the aircraft to nosed forward resulting in a propeller strike.
TBA	10-08-2022	ZU-FNS	FAOI	Jabiru J430	Operation of Non-type Certified Aircraft		0	The pilot was the sole occupant on board the aircraft on a private flight from Wonderboom Aerodrome (FAWB) with his intended destination being Klerksdorp Aerodrome (FAKD). The pilot states he departed FAWB at 1455Z and was airborne for approximately 45 minutes when he started to experience degrading light conditions (poor visibility). He then decided to divert to an alternate aerodrome for landing and had identified Orient Aerodrome (FAOI) to be his closest aerodrome. The pilot overheard another aircraft on the FAOI frequency where the pilot
TBA	14-08-2022	ZU-RGV	FABB	MTO-Sport	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that he commenced the take-off roll with a low rotor pre-rotation and experienced sudden gust of wind which tilted the main rotor to the far aft position beyond take-off operational angle. This situation resulted in the rotor blades contacting the propeller blades, and a tail section (rudder) of the gyrocopter. The gyrocopter came to a stop on the runway.



TBA	23-08-2022	ZU-FUS	FAPE	Sling 2	Aviation Training Organisation	EC	0	According to the instructor pilot, he took off from FAPE with the student pilot for a dual circuit training exercise which consisted of five uneventful exercises followed by a student pilot being sent solo. The student pilot conducted two exercises which was uneventful on the third circuit, student pilot reported he approached the runway at an airspeed of 70 knots, shortly after touched down at an airspeed 50 knots the aircraft porpoised and it impacted the ground on a nose wheel. The propeller contacted the ground and the nose wheel collapsed. The student pilot was not injured in the incident sequence.
TBA	24-08-2022	ZU-STO	FAMO	Sling 2	Aviation Training Organisation	WC	0	The instructor stated that the vital checks were carried out before take-off and that all indications were within the required parameters. The total fuel on board was approximately 83.5 litres. During climbing phase after take-off whilst at approximately 600 feet above ground level (AGL) the engine lost partial power, the instructor tried to restart the engine without any success. A forced landing was executed on an open field which was approximately 1nm south of the airfield. The aircraft sustained damages to the right aileron. No injuries were reported and both occupants evacuated the aircraft unassisted.
TBA	24-08-2022	ZU-TDH	Beaufort West	Jabiru 230	Operation of Non-type Certified Aircraft	WC	0	The pilot stated that during landing there was a strong cross wind coming in the Northerly, the left wing lifted up causing the right wing and the propeller to make contact with the runway. During that process the aircraft veered off to the left of the runway. The pilot regained control and stopped few meters from the edge of the runway. The aircraft sustained substantial damages on the right-wing tip and the propeller blades.
TBA	26-08-2022	ZU-CIG	Vosloorus	Jabiru SP 470	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that he took off at 0700Z with 3.5 hours of fuel endurance. The pilot routed to FABB where the passenger disembarked, from there the pilot flew alone to Frankfort then back to FAGM via the 4 dams (Vosloorus in Gauteng). While overhead the 4 dams the aircraft began to lose power and began to splutter, with no warning indication from the cockpit. The pilot switched the fuel pump on. This action aided for a few seconds but then the engine began to splutter again and subsequently stopped. The pilot elected to conduct a forced landing on an open field, the aircraft glided onto the field and touched down safely. During the landing roll of approximately 200 meters (m), the nose undercarriage impacted a rock, collapsed and the aircraft nosed over. The aircraft came to rest inverted, and the pilot was not injured during the accident sequence.
TBA	29-08-2022	ZS-SPT	FAWB	PA-28-140 Cherokee	Aviation Training Organisation	GP	0	On Monday 29 August 2022, a Grade II flight instructor with a student pilot on-board a Piper PA-28-140 Cherokee aircraft with registration ZS-SPT had intentions to perform category 10 and 11 exercises, which comprises of slow flying, stall recovery and spin avoidance in the FAD 127 Pretoria Training Area. Before the flight, the pair had a short briefing at the Air Training Organisation (ATO) facility and later walked to the aircraft that was parked in front of the hangar and conducted a pre-flight inspection. The flight folio page serial number 02056 showed that 20 litres (l) of Avgas 100LL fuel was uplifted, and the aircraft tanks were at full capacity (174l). The Air traffic Controller (ATC) written statement showed that the instructor before starting the engine called the tower on 120.60-Megahertz (MHz) frequency informing them of their intentions. The flight instructor later started the engine and taxied the aircraft through the hangars to Runway 29.



									<p>The student pilot who was the pilot flying (PF) completed the before take-off checks and the engine indications were within the green arch. The instructor again called the ATC requesting the departure clearance. After having been cleared, the student pilot taxied the aircraft to the threshold of Runway 29 and opened the throttle to 2500 revolution per minute (RPM). The student pilot released the park brake, and the aircraft began to roll. The aircraft rotated and after completing the aft-take checks at approximately 400 feet (ft) above ground level (AGL), the engine RPM decreased drastically and oscillated between 2000 and 1900 RPM. The instructor took control of the aircraft and tried to recover the engine RPM, but without success. The ATC reported that the instructor called and requested to return to FAWB for an emergency landing on either of the intersecting runways (06/24). That call was acknowledged; however it was as per the instructor's prerogative. After initiating a slight turn to the right, the instructor realised that they would not make it back to the aerodrome and broadcasted a Mayday call.</p>
TBA	31-08-2022	ZU-FTF	Morning Star Aerodrome	Sling 2	Operation of Non-type Certified Aircraft	WC	0	<p>On 31 August 2022, a student pilot on-board a Sling 2 aircraft with registration ZU-FTF was on a solo navigation flight planned from Morningside Airfield direct to Saldanha and back to Morningside Airfield. The flight was conducted in visual meteorological conditions (VMC) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended. Cape Town International Airport (FACT) air traffic controller (ATC) stated that she received a communication failure squawk warning from ZU-FTF. She attempted to contact ZU-FTF without success. The ATC then contacted the student's instructor to relay the message to the student to contact FACT tower. Later, the student pilot contacted FACT tower and confirmed that she was lost and required routing back to Morningside Airfield. The ATC tried to route the pilot, but she was not familiar with the VFR landmarks. ATC then took the decision to route her to FACT Runway 19 because the student was within FACT control airspace.</p> <p>The student stated that her approach to Runway 19 was unstable and bounced on landing. The aircraft descended back to the runway and touched down hard with the nose undercarriage first. The nose undercarriage collapsed, and the propeller stuck the runway surface.</p>	
TBA	18-08-2022	ZS-PWN	Ronalsey	Cessna U206F	General Operating and Flight Rules	MP	0	<p>The pilot stated that the engine stopped in flight due to suspected engine starvation. The pilot executed an emergency landing on the road near Ronalsey which is approximately 30 Nautical miles North of FAKN. The aircraft veered off the road and the right-wing leading edge collided with the trees next to the road. The aircraft came to rest approximately 20 metres from the edge of the road.</p>	

083 461 4887

aiidinbox@caa.co.za

Last date of update: 19 September 2022