

Aircraft Occurrences August 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 |
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| TBA | 02-08-2023 | ZU-ELZ | FARS | CTSW | Operation of Non-type Certified Aircraft | WC | 0 | The pilot reported that he conducted preflight checks, and no anomalies were noted before commencing with the flight. The flight from FACE to FARS was uneventful, however during the landing ground roll, the right landing gear failed. The aircraft veered off to the right edge of the runway 10 before coming to rest. The aircraft sustained no damage. |
| TBA | 04-08-2023 | ZU-AWH | FAWN | Bushbaby | Operation of Non-type Certified Aircraft | WC | 0 | The pilot reported that he conducted preflight checks, and no anomalies were noted before commencing with the flight. The aircraft took off from runway 05 and the flight was uneventful. During the landing ground roll on landing, the aircraft veered off to the left of RWY05. The aircraft sustained minor damage to the propeller tip and main landing gear. |
| TBA | 13-08-2023 | ZS-TKP | FAPC | Cessna 177RG | General Operating and Flight Rules | WC | 0 | The pilot stated that he forgot to extend the landing gear and the aircraft landed on its belly. The pilot also stated that he did not hear the landing gear unsafe warning horn. The aircraft sustained damage to the underbelly and both propeller blade tips |
| TBA | 12-08-2023 | ZU-AKE | FAVV | PA 22-150 | Operation of Non-type Certified Aircraft | GP | 0 | The pilot stated that he was conducting circuits on Runway 21 at FAVV. After several circuits, he performed a "wheeler" landing and, during the ground roll, he heard noise emanating from below the aircraft. The right-hand wing started to sink, and he performed a go-around. The pilot stated that he suspected there might be an issue with the landing gear. He then flew past the airfield and asked the owner who was at the airfield to check the position of the gear, which revealed no damage. The pilot conducted another very soft landing and, again, the right-hand wing sank. The pilot stated that he did another go-around and then came back and landed the aircraft on the grass next to the runway. During landing, the right-hand landing gear collapsed, and the right-hand wing contacted the ground. The pilot stated that following the accident, it was discovered that the bolt holding the right-hand piston into position had sheared off, causing the entire piston to go into the strut barrel. The aircraft sustained substantial damage |
| TBA | 15-08-2023 | ZS-RVG | FAGM | R44 Raven II | Aviation Training Organisation | GP | 0 | According to the crew, they took off at 1049Z, and they cruised at 6000 feet above ground level (AGL) whilst routing to the general flying area (GFA) in the south of FAGM to perform the skills test as set out in the CPL competency check report. They completed hover, advanced maneuver and they were busy with some emergency procedures when the accident occurred. The DFE stated that they initiated an emergency simulation (stuck cyclic) at 5500 AGL in a north-easterly direction and, when they tried to recover 3 feet above ground, a cross wind from the left became strong. The DFE increased the throttle to initiate a climb but, the helicopter contacted the ground and skidded for approximately 150m before it impacted an anthill with the right skid. The helicopter entered a dynamic rollover and came to rest on its left side facing the direction in which it had skidded. The |



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| | | | | | | | | helicopter sustained damage to both skids, main rotor blades, tail rotor/boom and the airframe. The crew suffered minor to serious injuries, and they were taken to the hospital for observation. |
| TBA | 29-08-2023 | ZU-EIB | FASX | Tri-Cubby | Operation of Non-type Certified Aircraft | WC | 1 | On Tuesday in the morning a Tri Cubby aircraft, ZU-EIB, with one on board took off from Worcester Airfield (FAWC) for a private flight to Swellendam Airfield (FASX) both in the Western Cape province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended. The flight was intended to visit an AMO for flight controls cable maintenance. The maintenance was completed before midday. The aircraft departed FASX and routed for FAWC for a full stop landing. When the pilot's family did not hear from him for some time, they phoned around to find out his whereabouts about. Moments later FAWC was contacted by FASX enquiring about the pilot's arrival. At around 13:30 local time FAWC was contacted by an eyewitness who informed them about how they observed an aircraft that crashed in a nosedive attitude. ARCC reported the accident to AIID at approximately 1140Z, local police and emergency services were informed of the accident. Serious adverse weather conditions with turbulence were observed in the vicinity of the accident and around Worcester area. |
| TBA | 08-08-2023 | ZS-RKK | Private Farm Rustenburg | Robinson R44 Raven II | General Operating and Flight Rules | NW | 0 | The helicopter took off from the pilot's private farm in the area of Lindleyspoort, Northwest province as a sole occupant to a private farm Prince situated 40 Kilometres (km) in the direction north-west of Rustenburg area in the same province. The flight was conducted during visual meteorological condition (VMC) under the provision of Part 91 of the Civil Aviation Regulations (CAR) of 2011 as amended. According to the pilot who is also the owner, he took off from his farm on a private flight with intentions to go assist in locating games (wild animals) on one of his friend's private farm. Upon arrival at the farm, the helicopter was landed on an open field with long dry grass. During landing while still settling the helicopter and was initiating a shutdown procedure, the pilot noticed one of the farm workers waving to him and pointing towards the rear. As the pilot looked, he noticed a smoke emanating from the side of the exhaust. At the time the engine had already been shut down. The pilot jumped outside with the onboard fire extinguisher with intention to extinguish the fire. Due to the intensity of the fire and the size of the extinguisher, the attempt was in vain. The fire got intense and suddenly set the helicopter alight. The pilot and other people run away from the intense fire to a distance and watched the helicopter engulfed by the veld fire that erupted. The helicopter was destroyed by fire. |
| TBA | 07-08-2023 | ZS-JEM | FAMD | C208B Caravan | Air Transport Operations – Carriage of less than 20 Passengers or. Cargo | LIMPOPO | 0 | On Monday afternoon, 7 April 2023, two crew and seven passengers on-board a Cessna C208B caravan aircraft with registration ZS-JEM took off from FAAR on a flight to FAMD, 4.6 nautical miles (nm) south of FAAR, Limpopo province. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 135 of the Civil Aviation Regulations (CAR) 2011 as amended. During ground roll after landing, the right brake callipers failed, and the aircraft overran the runway. The aircraft came to rest on the grass area. |



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| TBA | 04-08-2023 | ZS-JGD/ZS-JLD | FAPA | PA-28 | Aviation Training Organisation | EC | 0 | On 4 August 2023, a 43 Air School aircraft registered ZSJGD, Piper Cherokee 180, was engaged in circuits on Runway 28R at Port Alfred (FAPA). Shortly after take-off from Runway 28R, a second 43 Air School aircraft registered ZSJLD, Piper Arrow 200, commenced with take-off on Runway 28R for a navigation flight east of Port Alfred. On-board ZS-JDG was a student as well as a Grade 3 flight instructor, and on-board ZS-JLD was a solo student. After take-off, ZS-JDG joined the circuit for Runway 28R and flew on the right downwind. ZS-JLD followed a similar route to route towards the east. Both aircraft were on the right downwind position for Runway 28R moments after take-off. ZS-JGD turned right base Runway 28R. When the instructor looked out towards the right, he spotted the landing light of ZS-JLD only metres away, and immediately took control and expeditiously descended the aircraft. The instructor reported it would have resulted in a mid-air collision had he not taken evasive measures. |
| TBA | 13-08-2023 | ZS-TWF/ZS-CPL | FALA | PC-12/47E | General Operating and Flight Rules & Aviation Training Organisation | GP | 0 | On Sunday afternoon, 13 August 2023, ZS-TWF (Callsign GCM566) was engaged in a reposition flight under visual flight rules (VFR) from FAOR to FALA. Only one crew member was on-board. One orbit was completed outside FALA airspace due to congestion on the Lanseria frequency (124.0 MHz) by a Safair aircraft receiving departure clearance (GCM699 Cirrus SR22T operated by Comair Flight Services) joining the right-hand circuit, and a C172 (ZS-CPL operated by Skyhawk Air school). After completion of orbit, inbound clearance was received from Lanseria tower to join and report right downwind Runway 07 at 6000 feet. Tower advised ZS-CPL was on the right downwind at 5500 feet and asked ZS-TWF to report the traffic in sight. Visual contact was not achieved; however, the aircraft could be seen on TCAS. The pilot proceeded to join as instructed by tower. TCAS indicated that ZS-CPL was 100 feet below ZS-TWF and climbing. ZS-TWF could not achieved visual contact of ZS-CPL and prepared himself to take resolutionary actions. Once the traffic advisory sounded in the aircraft, the pilot took resolutionary action by climbing to 6500 feet and advising tower of the advisory as well as his intentions. Lanseria tower acknowledged the pilot's intentions and the traffic advisory ceased as the aircraft levelled off at 6500 feet. Lanseria tower asked ZS-CPL to confirm altitude, to which the student replied: "Maintaining 5500 feet". Lanseria tower then instructed ZS-TWF to report final approach Runway 07 number two, behind GCM699. The pilot confirmed he was clear of ZS-CPL by reference to TCAS and joined right base 07 and continued to land without further incident. |
| TBA | 15-08-2023 | ZU-ADM | FAWB | AM-3C | General Operating and Flight Rules | GP | 0 | On Tuesday, 16 August 2023, a pilot and a passenger onboard a ZU-ADM aircraft took off on a local private flight from Wonderboom Aerodrome (FAWB) with the intention to land back at FAWB. The pilot reported that during the flight he experienced a rough running engine and elected to execute an emergency landing on the gravel road. No injuries were reported, and the aircraft was not damaged. Post investigation revealed that two cylinders caused the rough running engine. The cylinders were replaced, and the aircraft was flown back to FAWB. |
| TBA | 21-08-2023 | ZS-STP | FAWB | Cessna 172M | Aviation Training Organisation | GP | 0 | On Monday, 21 August 2023, an instructor pilot and a student pilot (with a PPL) took off on a navigational flight from FAWB with the intention to route via Pilaesberg Aerodrome (FAPN) and FALA for a touch-and-go landing before returning to FAWB. The flight was conducted in visual meteorological conditions (VMC) by day and under the provisions of |



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| | | | | | | | | <p>Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended. According to the pilot, the touch and- go landing at FAPN was uneventful; they elected to continue to FALA for another touch-and-go before routing back to FAWB. Whilst inbound they were cleared by ATC for a touch-and-go landing on Runway (RWY) 07. The touch and- go was uneventful and the crew continued with the climb. Approximately 6 500 feet above mean sea level (AMSL) whilst climbing, the engine stopped. A Mayday was declared with Johannesburg radar and the air traffic control officer on duty advised the crew to return to FALA. They were vectored to the aerodrome and were given priority landing for RWY 25 at FALA. The aircraft did not make it to the runway, it landed short of RWY 25. Shortly after landing, the Airport Rescue and Firefighting (ARFF) responded to the scene. The crew was not injured during the occurrence and the aircraft was not damaged. Post-incident, it was discovered that both tanks were empty. The cause of engine stoppage was attributed to fuel exhaustion Cause: Known – Engine stoppage due to fuel exhaustion.</p> |
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Last date of update: 22 September 2023