

Aircraft Occurrence August 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
TBU	01-08-2024	ZS-HEM	Jakkelsfontein farm approximately 45 NM southwest of FABL	269C	Agricultural Operations	FS	0	The operator's representative confirmed that the helicopter was fully airworthy when it was dispatched for the game capture operation. The pilot did not report any defects or issues during the flight. Whilst tracking animals, the pilot made a sudden manoeuvre at a low altitude which caused the tail rotor blades to strike an anthill. The pilot lost control of the helicopter. Consequently, the helicopter rolled over and came to rest on its right side.
TBU	06-08-2024	ZS-PUW	Cape Winelands Aerodrome (FAWN)	Cessna C150	Aviation Training Organisation	WC	0	The student pilot was engaged in solo circuit exercise under the supervision of his flight instructor. Runway 05 was the active runway. During his first approach, he landed hard, and the aircraft bounced three times, as a result, the nose gear collapse and the propeller impacted the runway surface. The prevailing wind at the time was varying between 050° and 080° at 5 knots. The aircraft sustained substantial damage to the nose landing gear and propeller.
TBU	07-08-2024	ZU-NEE	Rhino Park Aerodrome	Jabiru J430	Aviation Training Organisation	GP	0	During the touch-and-go landing, the left main landing gear strut collapsed shortly after touchdown and the aircraft veered off to the left of the runway. The nose gear broke off and the propeller made contact with the ground.
TBU	09-08-2024	ZU-CNI	FAGC	SP120	Operation of Non-Type Certificated Aircraft	GP	0	The air traffic control (ATC) officer at FAGC stated that at around 0900Z, he observed the aircraft as it approached. After touchdown on Runway 35 (RWY 35) the aircraft veered off to the left of the runway. The aircraft exited the runway and stopped on the grass area. Post-occurrence examination of the aircraft indicated that the left main landing gear strut had bent backwards probably due to the aircraft contacting the runway fast and hard with the left main gear wheel.
TBU	15-08-2024	ZU-FVU	FALA	Sling 2	Aviation Training Organisation	GP	0	The student pilot stated that on her way back from the GFA, she could not be cleared to join the circuit; she was eventually informed to orbit before joining the circuit. Thereafter, the pilot was given a landing clearance for Runway 25. She stated that possibly the aircraft was fast and that she had selected full flaps on final approach. The pilot stated that the aircraft bounced upon contact with the runway. On the second attempt, the aircraft landed with the nose gear first which subsequently collapsed; the propellers also struck the runway.
TBU	18-08-2024	ZS-EGZ	General parking area FAMG	Cessna 150F	General Operating and Flight rules	KZN	0	The pilot stated that he arrived at FAMG at approximately 0900Z from FAVG and landed safely on Runway 23. Thereafter, he disembarked from the aircraft and bought refreshments. At 0950Z, he boarded the aircraft intending to fly back to FAVG. He stated that he primed the engine (cold start) twice and started the aircraft, however, the engine ignition turned but the engine did not start. He tried twice to start the engine but had no luck. On the third attempt he decided to perform a hot start (no priming) procedure, and again, the ignition turned but did not start. He then saw smoke coming from the engine bay and he disembarked from the aircraft. He ran to the airport's fire department to ask for assistance and when they arrived the aircraft was on fire. He confirmed that the fire extinguisher was in the aircraft, but he did not use it.
TBU	17-08-2024	ZU-IOU	On the right of RWY 19 threshold FAKT	Bushbaby Explorer	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot stated that during landing the aircraft ground-looped after touchdown. When he applied the brakes, the brake calliper bolt sheared off which caused the calliper to rotate into the wheel hub and, thus, the wheel locked. This led to the wheel moving sideways. Also, the left main gear collapsed.



TBU	23-08-2024	ZU-SEL	On the left of Runway 09 Rhino Park Airfield	Jabiru J230	Operation of Non-Type Certificated Aircraft	GP	0	During take-off from Runway 09, the student pilot lost directional control of the aircraft, and it veered off to the left of the runway before it came to rest. The aircraft sustained substantial damage, the nose gear strut collapsed, and the propeller impacted the ground during the occurrence.
TBU	29-08-2024	ZU-MAP	Runway 19 Stellenbosch Airfield	A-22LS	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that after getting airborne they routed to Franschoek via Paarl before returning to FASH. During approach for landing on Runway 19 at FASH, the pilot experienced a gust of wind. The pilot lost control of the aircraft and it ballooned and landed on the nose wheel first, consequently, the aircraft nosed over.
TBU	29-08-2024	ZU-PPL	Runway 29 FASC	Jabiru J430	Operation of Non-Type Certificated Aircraft	MP	0	The flight from Rhino Park Airfield to FASC was uneventful. On arrival at FASC the pilot saw that the wind was 90 degrees to Runway 29(RWY29) and elected to use it for landing. On final approach RWY29 after passing the threshold he heard the stall warning just before touchdown. A gust of wind picked up the aircraft and only touched down after 300m. The pilot applied the brakes the aircraft passed the upwind threshold (Runway 11) and went onto the grass. The aircraft skid for 80m and stopped on the grass.
TBU	31-08-2024	ZS-IOI	FAGC	Cessna 172L	Aviation Training Organisation	GP	0	The student pilot stated that the flight to the GFA was uneventful. On returning to FAGC the SP was cleared to land on Runway 35. Before touchdown at approximately 5 feet (ft) above the runway surface, the SP closed the throttle and pulled back on the control column. Suddenly, the aircraft tail section contacted the runway surface, and the SP instantly opened the throttle (applied full power) in an attempt to abort the landing. The aircraft climbed to approximately 30ft above the ground (AGL), however, the left wing stalled and impacted the runway surface. The propeller struck the ground and the nose gear strut broke. The aircraft skid on the nose and came to rest on the grass area. The crash alarm was activated, and the aircraft rescue and firefighting (ARFF) team responded to the accident site and sprayed the fire suppression foam on the hot engine. The SP disembarked the aircraft unassisted and unharmed
TBU	20-08-2024	ZU-TEX & ZT-RJF	Rhino Park Aerodrome	Sling LSA	Operation of Non-Type Certificated Aircraft/Aviation Training Organisation	GP	0	ZU-TEX requested an early left turn after take-off from Runway 35 in Grand Central Airport (FAGC), Gauteng province. The aircraft was headed for Tedderfield Airport (FATA) also in Gauteng province. Meanwhile, the Robinson R44 helicopter with registration ZT-RFJ with two people on-board was on upwind Runway 35 at FAGC (engaged in training exercises east of the runway (training)). Both flights were conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 (ZU-TEX) and Part 141 (ZT-RFJ) of the Civil Aviation Regulations (CAR) 2011 as amended. The ATC informed the ZU-TEX of the helicopter traffic in the circuit and ZU-TEX acknowledged and advised he had the traffic in sight. As the helicopter was climbing to 5700 feet and on downwind, ZU-TEX approached from the left and climbed towards their direction (flight path). The helicopter pilot took evasive action by turning and descending to avoid the collision.
TBU	22-08-2024	ZS-OUV	FAOR	EMB-135LR	Air Transport Operations - Carriage of more than 20 passengers or cargo	GP	0	The crew reported that during the climb at approximately FL245, the crew smelled smoke in the cockpit. They then donned their oxygen masks as per the QRH. The crew reported that the smoke and fumes were isolated to the flight deck and had not spread to the cabin. The crew declared an emergency, complied with the QRH, and requested to return to Johannesburg FAOR). The aircraft landed safely at FAOR.

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