



## Aircraft Occurrences December 2019

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.

Accident ref	Date of Occ	Aircraft Type	Registration	Province	Area of Occurrence	Fatalities	Circumstances	Type of operation
CA2/3/9841	02-12-2019	SF 25D FALKE	ZS-UUA	WC	FAPG	0	It was reported that the aircraft crashed 150m from the runway whilst it was coming in for a landing.	Commercial
CA2/3/9842	06-12-2019	Robinson R44	ZS-RRS	KZN	Eshowe S29 <sup>o</sup> 02' 54.6" E031 <sup>o</sup> 22' 01.5"	0	The witness said he saw the helicopter fly over his house and it collided and broke powerlines.	Agricultural Operations
CA2/3/9843	26-12-2019	RV 8	ZU-LGT	NW	The Coves Aerodrome Hartbeespoort	0	It was at approximately 30knots when it started to veer off the runway to the right and was unable to corrected after the aircraft had touched down.	Private
CA2/3/9844	27-12-2019	Bonanza A36	ZS-KAJ	MP	Louis Trichardt Aerodrome	0	On final approach, the pilot reported that the aircraft lost power and was unable to maintain the required glide path needed to make a safe landing on the runway.	Private
CA2/3/9845	29-12-2019	Gyrocopter	ZU-WPW	MP	Lydenburg Aerodrome	0	The gyrocopter went behind the power curve and the pilot was unable to gain forward airspeed or slow down the rate of descent.	Private
CA2/3/9856	28-12-2019	Piper 18A-150	ZS-IOU	GP	FASY	0	The pilot reported that during landing back at FASY RWY 31, touchdown was uneventful however the aircraft during the initial stages of landing roll encountered a strong northerly cross wind which caused the pilot to experience a loss of directional control.	Operation of Non-Type Certificated Aircraft
CA3/2/1298	04-12-2019	Beech 200	ZS-MIN	KZN	FAVG	0	Whilst on a on climb passing flight level 230 and approaching clouds, the crew decided to deploy ice vanes in case they encounter icing conditions. According to the AMO accountable manager, the crew reported that the right engine started to compressor stall and the ITT increased beyond "max limits". The crew decided to shut down the right engine and requested to divert to King Shaka International Airport (FALE) as a precautionary measure. The aircraft landed safely at 1057Z	Private
CA3/2/1299	10-12-2019	B737	ZS-DMI	WC	TBA	0	The crew of ZS-DMI operated as FA369 from FAOR to FAPE noticed water leak in the cockpit. The leaking water started interfering with certain electrical systems which resulted in smoke in the cockpit.	Commercial
CA3/2/1295	10-12-2019	B737-800	ZS-FGB	GP	FAOR	0	ZS-FGB Operating as FA202 from FAOR to FACT was taking off on RWY 03L when suddenly during take-off roll, the captain's control column started shaking. The stick shaker was only on the captain's side, the first officer side was operating normally, and the crew also reported a 10knot difference in airspeed. The B hydraulic system electric pump low pressure light illuminated. The A hydraulic system and standby hydraulic system remained operations normal. The crew requested to return to FAOR and were granted permission to turn back to FAOR. During landing, as they flared the aircraft the captain's stick shaker activated again. The first officer had difficulty in the flare and had to use a greater force to overcome the elevator up force. The aircraft landed safely without any mishap.	Commercial
CA3/2/1296	14-12-2019	C404	ZS-ORP	MP	Thakasile	0	While landing, the pilot saw an Eland buck running at high speed trying to cross the runway, coming from the left. With brakes engaged, the pilot swerved right, hitting the buck with the LH wingtip during the turn. The aircraft came to a halt just off the runway, resulting in the nose landing gear breaking.	Private
CA3/2/1297	16-12-2019	B737-800	ZS-ZWT	GP	FAOR	0	On 16 December 2019, a Boeing 737-800 aircraft carrying passengers departed from OR Tambo International Airport (FAOR) en-route to King Shaka International Airport (FALE), when the aircraft could not pressurise. The aircraft did an air-turn-back (ATB) to FAOR and landed uneventfully.	Air Transport Operations - Commercial



CA3/2/1300	27-12-2019	BELL 407	ZS-RBL	GP	Sunninghill Hospital		After touching down at Sunninghill Hospital, the pilot attempted to reposition the helicopter on the helipad, when the tail rotor struck the perimeter fence.	Private
CA3/2/1301 CIVIL AVIATION AUTHORITY	07-12-2019	C210	ZS-MZF	NC	farm De Kalk	0	The pilot was the sole occupant on board the aircraft. He took-off from Douglas Aerodrome and to flew to a friend farm (De Kalk). This was the pilot's first flight to the farm. He was not informed of the telephone wires that was located at the threshold of Runway 30. The unofficial procedure for landing and taking off at the farm was to land on Runway 12 and take-off from Runway 30. The pilot followed the unmanned aerodrome procedure and joined overhead and opted to land on Runway 30. During an interview with him he states that he was already in the flare (back on the power), just about to touch down when he saw the wires for the first time. He was unable to take evasive action and the left wing struck one of the wires, which was severed. He continued with the landing, which was uneventful.	Private

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