

Aircraft Occurrences December 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)	Province	Fatalities	Circumstances
TBA	03-12-2021	ZS-MHG	FAWB	PA-34-200T	Aviation Training Organisation & Air transport operations	GP	0	According to reports, flying the aircraft from the left seat was student pilot (SP) 1. The DFE was seated on the right seat with SP 2 as an observer from the back seat in the cabin area. According to the statements from the crew, they had a normal, stable approach for Runway (RWY) 11, with all three landing gear lights illuminated green, indicating that they were down and locked position. Approximately 50 metres (m) after touchdown, during the roll-out the crew felt the nose landing gear slowly dropping until the propeller blades struck the runway surface followed by a screeching noise as the nose cone skidded on the runway.
TBA	07-12-2021	ZS-EZM	FASY	Cessna 177	General Aviation and Operating Flight Rules	GP	0	According to the pilot, the pair took off from FAGC at approximately 0600Z and at approximately 0635Z whilst flying overhead Lawley at 7000 ft, the engine started running rough and he started troubleshooting to find the fault. Without being able to identify the fault the engine continued to run rough and eventually stopped. The pilot noted that the fuel gauges read zero litres and presumed that it was fuel exhaustion. The pilot glided towards Baragwanath Aerodrome (FASY) but however, the aircraft lost altitude too rapidly resulting in the aircraft undershooting the runway, landing approximately 300 metres (m) from the threshold of Runway (RWY) 31.
TBA	07-12-2021	ZU-EIJ	Bajadam Resort, at the Bronkhorstspuit Dam	Sport Star	Operation of Non-type Certified Aircraft	GP	1	According to eyewitnesses staying next to the dam they saw the aircraft flying over the dam from north to south. At the time a strong wind was blown in the area. They saw something (blue in colour) departing the aircraft fuselage while it was crossing over the dam, where after the pilot most probably lost control of the aircraft. It was seen make two turns (barrel roll type of manoeuvre) while descending and impacting with terrain on the southern side of the dam in an open field. The outer section of the left wing that failed was located much closer to the water line, some 100m from the main wreckage.
TBA	07-12-2021	ZS-LUB	Private airstrip at Waterval Safar	Cessna T210M	General Aviation and Operating Flight Rules	NC	0	According to the pilot, on arrival at Waterval Safari Airstrip he flew over the airstrip three times in accordance with (IAW) the unmanned airfield approach procedure inspecting the condition of the airstrip before committing to land, as this was his first time landing there. The pilot stated that the final approach for landing was stable, however, during landing on a soft sandy airstrip surface the aircraft's nose gear strut broke upon which it flipped over coming to rest in an inverted position (wheels-up) 30 metres (m) from the nose landing gear.



TBA	07-12-2021	ZU-DUY	Witterwater City	RAF2000	Agricultural Operations	WC	1	According to the eyewitness, who was the ground crew, he said the aircraft take off roll was slower than usual and when it got airborne, the gyrocopter's initial climb and the angle of attack was too steep. The eyewitness stated that the gyro started sinking as if it was losing rotor RPM (unloaded the rotors) and the pilot banked/yawed the gyro to the right-hand side. The gyro lost height rapidly and the rotor blades impacted the ground first then the airframe which skidded for 6 metres (m) before coming to a stop lying on its right-hand side. A post impact fire ensued, and the ground crew member rushed to the wreckage to evacuate the pilot, both suffered burn injuries during the rescue, with the pilot suffering serious impact injuries, he was airlifted to the nearest hospital.
TBA	11-12-2021	ZS-HXG	Midrand	Bell 206L Jet Ranger	General Aviation and Operating Flight Rules	GP	0	The passenger who is also a pilot and rated on the helicopter type stated that, they took off uneventfully and during the climb approximately 2 minutes into the flight they received a radio call from the ground crew at the AMO facility informing them about the smoke that was coming from the engine compartment. The pilot immediately elected to turn back to the Heliport, during the turn back they noticed engine chip detector light flashing in the cockpit. According to the eyewitness who observed the helicopter from the Ultimate-Heli's helipad stated that during approach for landing whilst at approximately 50feet (ft) above the Heliport shoulder the helicopter was observed yawing violently to the left and began to loss height rapidly. The helicopter crashed 12ft below which was 10m from heliport shoulder. Post-accident examination revealed that the engine's combustion chamber casing cracked. The right-hand side engine compartment cowlings sustained burnt damages. The helicopter skid gears were spread sideways due to hard impact indicating loss of lift. The right skid gear sustained fracture damages.
TBA	11-12-2021	ZU-MDA	FASY	Slick 360	Operation of Non-type Certified Aircraft	GP	1	The pilot was one out of 11 participants of the competition and had chosen and submitted an aerobatic display sequence for the competition. During the half Cuban eight manoeuvre, eyewitnesses reported that the aircraft's left wing stalled, and the aircraft continued to descend. The pilot dropped the aircraft's nose to regain speed this led to a loss of significant height. The aircraft was seen in a nose down attitude accelerating in what was seen to be an attempt by the pilot to recover from the stall, however, the aircraft impacted the ground in a nose down and wings level attitude.
TBA	12-12-2021	ZS-MDO	Plaas Mooipan	PA-25-235	General Aviation and Operating Flight Rules	FS	0	The pilot reported that after he had landed the aircraft on Runway 35, he taxied the aircraft to the hangar. Approximately 75 meters before reaching the hangar a gusty wind pushed the tail of the aircraft to the left causing the aircraft to deviate or veer sharply to the left. The pilot reported that he attempted to correct the aircraft by pressing the brakes, but the wind was too strong causing the right wing to collide with the fence and the fabric on the wing was damaged. When the right wing collided with the fence, the left wing dropped, the fabric on the left wing was also damaged.



TBA	19-12-2021	ZU-FYG	Bowtie Street in Plettenberg Bay Suburb	Vans RV-7	Operation of Non-type Certified Aircraft	WC	0	A witness who was in a house in the proximity of the accident site reported that he heard what he thought was the sound of a single-engine aircraft 'coughing' and then stopped. Another witness reported that he saw the aircraft at low height above the residential area whereafter it descended and executed an emergency landing on Bowtie Street, Plettenberg Bay suburb. It appeared that the pilot could not stop the aircraft on time (cul-de-sac), and it then collided a concrete wall/tree on a private property.
TBA	15-12-2021	ZS-BRO	FAGM	Cessna 310Q	Aviation Training Organisation & Air transport operations	GP	0	The pilot reported that during the final approach all landing gears were down and in the locked position and indicated by three green lights with no anomalies. According to the pilot halfway through the landing roll at low speed, the left side of the aircraft started to sink, after crossing Runway 29, propeller tips started to make contact with the ground, eventually the wingtip touched the grass, as they slowed the aircraft, it veered off to the left of the runway and came to a full stop facing the opposite direction approximately 45 meters (m) from the runway edge.
TBA	15-12-2021	ZU-WMM	1 km from Doornpoort Toll Plaza	Sling 2	Aviation Training Organisation & Air transport operations	GP	0	The pilot reported that he conducted three circuits with no anomalies. According to the pilot, during the climb of the fourth circuit, the instructor simulated an engine failure, but the pilot could not restart the engine, he immediately elected to execute a successful force landing North East (NE) of FAWB approximately 2 kilometres (km) from FAWB. On touch down the aircraft skidded for approximately 35 meters (m) before coming to a full stop, during the skidding, the propeller contacted the ground, the left-hand wingtip separated from the wing, the nose landing gear bent, and the main landing gear assembly separated from the aircraft.
TBA	09-12-2021	ZU-NDP	Beach sand, South of Port St Johns	Jabiru J430	Operation of Non-type Certified Aircraft	EC	0	The pilot stated that he took off uneventfully and climbed to a height of approximately 900 feet (ft) above ground level (AGL). After approximately 1 hour into the flight, approximately 140 nautical miles (nm) from FAVG in the proximity Port St Johns area, the engine lost power. The pilot stated that he elected to execute a force landing on a beach, south of Port St Johns., and during the force landing the nose wheel dug into the sand. Post-incident examination of the aircraft/nose wheel gear indicated no damage.

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