

### Aircraft Occurrences December 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 | 02-12-2022  | ZS-RYX       | FAGM                 | R44 Raven II      | Aviation Training Organisation     | GP       | 0          | Upon reaching FAGM, the pilot received clearance from FAGM air traffic control (ATC) and flew over the active runway (RWY) 29 (at its threshold). The pilot hover-taxied the helicopter to the designated helipad in front of hangar number 6 with the helicopter facing a northerly direction (360 degrees direction) almost parallel to RWY 35. As the pilot lowered the collective control to initiate the decent to touch down, the helicopter contacted the ground with the rear end of the right skid first. Whilst the pilot continued to lower the collective to complete the touchdown, the helicopter abruptly yawed to the left by approximately 90 degrees. Startled by the unanticipated yaw, the pilot raised the collective to lift the helicopter off the ground to avoid a dynamic roll over. The abrupt collective input caused the helicopter's nose to pitch up and the pilot heard a loud bang (main rotor blade contacting the tail rotor boom) after which it landed hard. It came to rest on its engine bay on the helipad facing northeast (30 degrees direction). Before disembarking the helicopter, the pilot closed the fuel shut-off valve and attempted to switch the engine off by pulling out the mixture, however, the mixture control lever was jammed (possibly due to impact forces). As an alternative, the pilot turned off the magnetos which stopped the engine, before exiting the helicopter through the right-side cabin door. Upon witnessing the accident, the operator's ground crew and ground crew from other operators who were near the crash site rushed to assist the pilot, fire extinguishers were used to extinguish a small post impact fire. |
| TBA | 03-12-2022  | ZS-WZP       | Delmas town          | AL-60C-4M KUDU    | Parachute Operation                | MP       | 0          | The pilot reported that before the flight, he conducted a pre-flight inspection of the aircraft, and no anomalies were noted. During the take-off roll, he lost control, and the aircraft impacted a fence post with the left horizontal stabiliser shortly before rotation. The aircraft climbed and continued to drop the skydivers. Thereafter the pilot flew to Wonderboom Aerodrome (FAWB) in Gauteng province to make use of their emergency services and to see the Aircraft Maintenance Organisation (AMO) for repairs.  |
| TBA | 19-12-2022  | ZS-OGG       | FABB                 | Piper             | Aviation Training Organisation     | GP       | 0          | The pilot reported that on final approach, the aircraft experienced wind shear and the aircraft sank faster than expected. During touch down on Runway 36, the aircraft landed hard, followed by the collapse of the nose landing gear. The aircraft skidded on the runway and veered off to the right-side and onto the grass area before it stopped. There were no injuries reported and the aircraft sustained substantial damage to the propeller blades and the nose cone underside.  |
| TBA | 23-12-2022  | ZS-JPJ       | FAGC                 | Beech Bonanza A36 | General Operating and Flight Rules | LIMPOPO  | 0          | The pilot reported that during the flight at approximately 30nm Southwest of Tzaneen Airfield, while crossing the escarpment, the engine surged. According to the pilot all instruments were reading normal. Temperature and Pressure instrument were also within the limitations. He noticed that the engine was gradually losing power. He changed fuel tank selection however there was still no change. He declared MAYDAY emergency on 124.8Mhz. The engine then stopped completely, and then the pilot elected to execute an emergency landing on a private farm. During landing the left wing collided with a tree stump and right wing collided with the fence.  |
| TBA | 23-12-2022  | ZS-KEC       | FAPA                 | Cessna 210        | General Operating and Flight Rules | EC       | 0          | The pilot landed short of runway 25. Runway 25 was displaced due to maintenance which was carried out. There was a NOTAM issued for FAPA. The flight was conducted in accordance with the provisions of Part 91 (General Aviation) of the Civil Aviation Regulation (CAR) 2011 as amended. There were no injuries sustained, the aircraft sustained substantial damage to the propeller blades, right wing tip and the nose wheel collapsed. Post-accident: The pilot reported that he was not aware of the NOTAM issued.  |



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| TBA | 24-12-2022 | ZS-PYL | Zebula Airstrip             | Cessna F172M       | General Operating and Flight Rules | LIMPOPO | 0 | The pilot reported that during the landing at Zebula lodge on runway 26 at 78 knots with full flaps the aircraft didn't settle on the ground (it kept on floating). He applied full power to execute a go-around however there was not enough power available. He then elected to land ahead at the end of the runway. After touchdown the left landing gear collapsed and the aircraft skidded for approximately 400 meters, before it veered to the right of runway 08. Left wing collided with the tree.   |
| TBA | 27-12-2022 | ZS-EKE | FAPA                        | Piper Cherokee 140 | Aviation Training Organisation     | EC      | 0 | The pilot reported that the approach for landing on Runway 10 left was normal and stable. During touchdown, the student pilot landed the aircraft on the nose wheel first and the nose wheel collapse and the aircraft veered off to the right of runway 10.  |
| TBA | 14-12-2022 | ZT-WGG | Houtkop AH near Vereeniging | Kestrel 2          | Remotely Piloted Aircraft Systems  | GP      | 0 | The pilot reported that the remotely piloted aircraft system (RPAS) took-off for a training flight. As the RPAS was flying in a southeast direction there was a wind causing the RPAS to drift towards the east of the training field. The RPAS drifted further in the direction of the wind towards trees to the east which caused the pilot to panic and subsequent slow action in responding with other means such as climbing and switching to GPS mode in an attempt to avoid the RPAS to collide with trees. This resulted in the RPAS flying into a tree on the eastern side of the training field. The RPAS got stuck on a tree branch. During the recovery of the RPAS from the tree branch it fell to the ground. |

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Last date of update: 06 February 2023