

### Aircraft Occurrence December 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
TBA	02-12-2023	ZS-OCW	FAEO	Cessna C182N	General Operating and Flight Rules	MP	0	The departure from a private runway near Perdekop and initial stages of the flight proceeded smoothly at approximately 0330Z. However, challenges arose during the final approach, primarily due to the easterly direction of the flight into the glare of the rising sun. The pilot's depth perception was impacted, leading to a firm landing. Subsequently, the nose gear broke off, and the left wingtip made contact with the ground before the aircraft came to a complete halt.
TBA	09-12-2023	ZS-SDA	FAWB	Cessna C172	Aviation Training Organisation	GP	0	The student pilot was cleared for landing runway 29. She touched down to the left of the runway centreline. Following touch down the nose landing gear collapsed backwards as can be seen in Figure 3 and the propeller contacted the runway surface. The aircraft then veered off the runway to the right, coming to rest in a nose down attitude.
TBA	09-12-2023	ZU-IVW	Kamberg	Savannah S	Operation of Non-type Certified Aircraft	KZN	0	According to the owner of the farm who was the first person on the scene he spoke to the pilot and his passenger. They took off from a farm in the Kamberg area, but they got lost and entered an area with low cloud and mist, which was surrounded by mountainous terrain. The aircraft impacted with the side of a mountain during flight in IMC (poor visibility) conditions. Their intended destination was a farm near Winterton, which was north of their departure aerodrome, but they impacted with terrain to the southeast of their departure aerodrome, which was way off track. The first thing the pilot asked the farmer was, where am I? It was after talking to the pilot that the farmer realised, they flew in the totally wrong direction. Apparently, it was clear weather conditions at their departure aerodrome but that could not be confirmed.
TBA	13-12-2023	ZU-TSM	Rhino Park Aerodrome	Jabiru J430	Operation of Non-type Certified Aircraft	GP	0	The pilot stated that he went on a local pleasure flight but encountered severe turbulence and decided to return to Rhino Park. After assessing the prevailing surface wind, he decided to land on Runway 09. The pilot stated that he floated down the runway and touched down deep. He lost directional control of the aircraft during the landing roll and the aircraft veered off the runway to the right near the threshold of Runway 27. The nose landing gear broke off when the aircraft departed the asphalt runway surface. The aircraft came to rest in a nose down attitude next to the runway.
TBA	22-12-2023	ZS-RTJ	Golden Arrow Seven Oaks Farm near Dalton	R44 Raven II	Agricultural Operations	KZN	0	The pilot stated that he was engaged in a crop spraying flight at Golden Arrow Seven Oaks Farm near Dalton in Kwa Zulu Natal province. As he was taking his second load of the morning to the farm. He noticed power lines running on the right-hand side of his track and flying further to the right. He did not see the other power line running across his track to a pylon that is hidden behind blue gum trees. The helicopter collided with the wires, and he slowed the helicopter down with a slow flare. At that point the wires wrapped around the tail rotor. He lost tail rotor control then reduced the throttle to counter the yaw



								and cushioned for the landing. Upon making contact with the ground, the helicopter rolled over onto its right-hand side. He pulled the mixture to cut the engine, turned off the master switch and turned the fuel cock to the off position. He then exited the helicopter and called the operator to report the accident. The pilot was not injured during the accident sequence. The helicopter sustained damage to the windshield, tail, fuselage, skids, spraying boom, and main rotor blades.
TBA	22-12-2023	ZU-EZA	Bapsfontein	Sky ranger	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that he was engaged in a private flight when the accident occurred. He departed from a private farm near Mable Hall to a private farm near Bapsfontein. During final approach for Runway 05 he lost control of the aircraft after landing and could not stop the aircraft and overshot the runway. The aircraft came to a stop in a ditch at the end of the runway extended centreline. The pilot turned off the master switch and disembarked without assistance. The aircraft sustained damage to the nose gear, propeller, and leading edges of both wings.
TBA	27-12-2023	ZU-ITJ	Craigcor Private Strip	Rans S-21	Operation of Non-type Certified Aircraft	WC	0	The pilot stated that he and a passenger were engaged in a private flight from Morningstar Airfield in Western Cape province to Craigcor private airstrip in the same province. The pilot reported that as they were approaching to land on Runway 20, the wind was calm at 4 knots from the southeast. He stalled the aircraft on landing, lost control, the left wing went down and scraped the ground. The aircraft exited the runway to the right and went through the parameter fence. The elevator impacted the fence and separated from the aircraft. The aircraft came to rest next to the road that runs parallel to the runway. The pilot turned off the master switch and both occupants exited the aircraft without assistance.
TBA	20-12-2023	ZS-RXO	L2 Majuba Versus T306	Bell 407	Commercial Helicopter Operations	KZN	0	According to the pilot, they were dispatched to conduct areal works on their powerline situated in the area near Indanyana village situated north of Ladysmith in the same province. During operation whereby the two passengers were installing a bird diverter to the earth wire. The pilot suddenly felt vibrations on the flight controls and immediately moved away from the power lines. The pilot decided to conduct a precautionary landing to investigate the cause of the vibration. During inspection the pilot noticed that the helicopter's main rotor blade tips were damaged due to contact with the electrical wires. The helicopter was landed safely without further incident and none of the occupants sustained any injuries.
TBA	29-12-2023	ZS-XPC & ZS-STD	FAPS	AT-502A & Cessna T182T	Agricultural Operations	GP	3	The ZS-XPC aircraft was engaged in a crop spraying flight at Wildfontein farm near Carletonville in Gauteng province and ZS-STD was engaged in a private flight at Wildfontein near Carletonville in Gauteng province. The witnesses reported that they saw ZS-XPC spraying crops at Wildfontein and ZS-STD surveying the farm at a higher height than the ZS-XPC. Then the two aircraft were seen flying next to each other and then ZS-STD slightly turned right and collided with ZS-XPC. Both pilots lost control of the aircraft and crashed in a neighbouring farm in Ariena next to Wildfontein.
TBA	12-12-2023	ZU-FZA	FAKT	RV-7A	Operation of Non-type Certified Aircraft	GP	0	The flight was conducted in VMC by day under the provisions of Part 94 of CAR 2011. Aircraft took off from FAWB at 0945Z and landed at FAKT at 0956Z. The prevailing wind was 280°/10 knots and the pilot opted to land on Runway 01. Approach speed was 72 KIAS instead of 68 KIAS. Pilot closes the throttle at 50ft AGL as per briefing. With the threshold being adjacent to some high ground the wind suddenly died. During a flare, the



								aircraft suddenly dropped like a stone. The pilot then pulled back on the control stick and opened the throttle, but it was too late. The aircraft bounced and came down on the nose gear. The nose gear rod bent, and the nose wheel fairing cracked.
TBA	16-12-2023	ZS-TDJ/FFB&ZU-IRJ	FAPG	Piper PA-28-161	Aviation Training Organisation	WC	0	West of FAPG, he called-out to FAPG through radio frequency 124.8MHz and reported his position intentions to descent from 2000ft to 1200ft to join the circuit for Runway 30. At this time ZS-FFB had landed and upon hearing the pilot's reporting he requested permission to back track for Runway holding point and was successful. ZU-IJR extended its base leg before reporting back to allow ZS-FFB to back track safely to requested position. Aircraft ZS-TDJ was also within the airspace at position 4nm, and the pilot called out and advise his position. He later reported turning base leg. At this time aircraft ZU-IJR had reported final and was intending to land on the grass Runway 30. Immediately after landing while on a landing roll, the pilot noticed that ZS-FFB had begun to enter RWY30 to line-up for take-off whereafter he suddenly saw ZS-TDJ flew over ZS-FFB and conducted its touch and go in front of ZS-FFB and flew away. ZU-IJR pilot established communication with ZS-TDJ with no response and thereafter contacted ZS-FFB pilot to find out if he missed any radio contact established by ZS-TDJ. ZS-FFB pilot confirmed there was no call out from ZS-TDJ reporting for final. All aircrafts following the incident continue with their intended flights as planned.

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