

Aircraft Occurrence December 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	01-12-2024	ZU-DWY	Highway aerodrome	Cubby	Operation of Non-Type Certificated Aircraft	WC	0	Earlier he had flown with a passenger for a scenic flight before making a full stop and the passenger disembarked. He then taxied to the beginning of Runway 13 and took off again. According to the passenger the take-off and return to the airfield was uneventful. She saw the aircraft fly low along Runway 31 and at the end of the runway, the aircraft climbed and made a right-hand 180 degree turn towards Runway 13. It is not what happened during the turn, but the aircraft lost control and impacted the ground in near vertical nosedive attitude.
TBU	01-12-2024	ZS-NDO	Ladysmith Airport	Cessna 177 RG	General Operating and Flight rules	KZN	0	Upon arrival at FALY, the pilot flew over the airfield and joined the left crosswind for Runway 11. During the downwind leg, he activated the landing gear but noticed that the landing gear down light did not illuminate. He visually confirmed the landing gear was not extended by using a mirror. The pilot then retracted the landing gear and recycled it. When he attempted to extend the landing gear again, he observed that the undercarriage hydraulic pump was activated. The main gear was partially extended, while the nose gear was fully extended. He retracted the landing gear again, and it retracted successfully, causing the landing gear up light to illuminate. The pilot pulled the gear circuit breaker, set the hydraulic control to the gear-down position, and manually pumped the emergency gear extension pump. However, the main gear remained partially extended, and the nose gear was fully extended. The hand pump became very difficult to operate, indicating that the pressure was fully built up, but the gear would not fully extend. The pilot then decided to perform a wheels-up landing and contacted the FALY ground crew for fire and post-landing assistance. He then followed the gear failure landing procedure, retracted the landing gear, and executed a wheels-up landing on Runway 11. On short final approach, the pilot shut off the fuel and switched off the master switch before landing. The aircraft landed on its belly, causing the propeller to strike the ground and come to a stop on the runway. The pilot safely disembarked from the aircraft, and the ground crew arrived to assist.
TBU	11-12-2024	ZS-ISI	Spring Airfield (FASI)	PA-28	Aviation Training Organisation	GP	0	After taking off from Runway 03, the pilot initially climbed to 5800 feet and then 6300 feet. During the climb, the engine lost power. With insufficient altitude to return to the runway, the pilot surveyed the area, identified an open field and executed a forced landing. Upon landing, the aircraft made contact with uneven terrain, it bounced the nose landing gear bent backwards and scraped along the ground. The aircraft remained mostly intact, with sufficient fuel in both the tanks and the fuel system, including the fuel filter and carburettor bowl. The propeller showed no signs of damage, as it was not rotating at the time of impact. The pilot was not injured during the accident, the aircraft sustained damage to the undercarriage.
TBU	11-12-2024	ZU-KAB	Alberts Falls Airport	Bat Hawk R	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot reported that as the aircraft accelerated for the take-off run it went to the left because of the engine torque, and he applied the right rudder, but it was too late. The aircraft continued to go to the left and it exited the runway. The left wing collided with a tree and the aircraft stopped. The pilot switched off the master switch and disembarked the aircraft. The pilot was not injured during the accident, the aircraft sustained damage to the propeller, wings, tail and undercarriage.
TBU	14-12-2024	ZS-KHZ	Saldanha Airport (FASD)	Piper PA 38-112 Tomahawk	Aviation Training Organisation	WC	0	The student pilot departed FACT on a solo training flight, intending to perform a touch-and-go landing at FASD before returning to FACT for a full-stop landing within the Western Cape. The flight to Saldanha was uneventful. Upon arrival, the student pilot followed the unmanned joining procedure and conducted a runway inspection. The approach was made for Runway 02. Eyewitnesses reported that the aircraft's approach speed was excessive, compounded by a southerly tailwind. The aircraft's landing gear made contact with the runway, but it began to veer left. The aircraft exited onto uneven grass, causing the nose landing gear to collapse, which resulted in the propeller striking the ground. The aircraft then nosed over and came to rest inverted. The student pilot disembarked the aircraft unassisted and was later taken to the hospital for medical evaluation. No injuries were reported.



TBU	20-12-2024	ZU-JBU	Zuikerkop Country Game Lodge near Clocolan	Jabiru J430	Operation of Non-Type Certificated Aircraft	FS	0	The pilot stated he commenced with the take-off from Runway 09, which is 900m long and 15m wide. The prevailing wind was from the north at approximately 8kts. At 55 knots the pilot indicated the aircraft started to drift to the left of the runway (approximately 200m from start), he stated he was able to steer the aircraft back onto the runway, but the right main gear strut and nose landing gear collapsed, and the propeller struck the ground. The NTCA aircraft sustained substantial damage. Nobody was injured. The pilot stated there were approximately 80 liters of fuel on board. His weight is 84kg, and the passengers were 80kg and 65kg respectively
TBU	24-12-2024	ZU-HUN	Lanseria Aerodrome (FALA)	Hunter T68	Operation of Non-Type Certificated Aircraft	GP	0	During an interview with the pilot-in-command (PIC), he said they had done some upper air work and experienced a GPS failure on board. They requested air traffic control to assist them and vectored them back to FALA. ATC cleared them for a straight-in approach for Runway 07. The PIC states that they did not fly a normal circuit before landing, which increased their workload as they did not follow the downwind and final vital actions and as a result failed to lower the landing gear before touchdown. The two wing drop tanks that were fitted to the aircraft absorbed a substantial amount of the damage, however the lower fuselage, in the area of the nose gear sustained substantial damage. Nobody was injured.
TBU	30-12-2024	ZU-LBD	Kareedouw Aerodrome (FAKW),	Jabiru J430	General Operating and Flight rules	EC	0	Upon returning to FAKW, the pilot stated the approach was stable at an indicated airspeed of 70 knots (kts). During the flare, the aircraft landed deep, bounced and veered to the left of the runway. During the bounce, the nose gear and left main gear collapsed, causing the propeller blades to strike the ground. The damage was limited to the propeller blades, nose, and left main landing gear, with no injuries reported.
TBU	03-12-2024	ZS-YZB	On Runway 09 at FAHS-AFB	ERJ 190-100 LR	Air Transport Operations - Carriage of more than 20 passengers or cargo	MP	0	According to the Airlink safety officer the crew reported their estimated time of arrival (ETA) to the tower and the tower controller tried to dispatch a vehicle for runway inspection (it is normal procedure before landing), but the vehicle radio was unserviceable. The crew decided to observe the runway and could not see any wild animals on descent at 500 and 200 feet above ground level. At 1104 LNK 658T touched down on Runway 09 and during the landing roll the crew saw more than 10 Impalas cross the runway. The aircraft struck approximately three Impalas which were left lying on the runway near a taxiway. The aircraft sustained minor damage to the lower engine cover and vacated the runway at 1124Z
TBU	29-12-2024	ZS-JLP	Runway 26, Beaufort West	PA28-180	General Operating and Flight rules	WC	0	The pilot reported that upon arrival at FABW, the approach was stable at an indicated airspeed of 70 knots (kts), with headwind speeds exceeding 20 kts. During touchdown, the rear main wheels made contact with the runway, and the aircraft immediately began to porpoise. The oscillations became increasingly violent until the aircraft came to a complete stop. During the oscillation, the propeller blades struck the ground. The damage was limited to the propeller blades no injuries were reported.

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