

Aircraft Occurrences February 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	01-02-2022	ZU-KDP	FAWC	DG 800 B+DD3:E23	Operation of Non-type Certified Aircraft	WC	1	On 1 February 2022, a pilot onboard a DG 800 B Motor Glider with registration ZU-KDP was airborne from Worcester Airfield (FAWC) at 1400Z with the intention to conduct a solo soaring flight along Langberg Mountains towards Heidelberg, Western Cape province and back to Worcester Airfield. On 2 February 2022 at 0631Z, the Air Rescue Coordination Centre (ARCC) was advised of a missing Motor Glider with registration ZU-KDP from Worcester, piloted by a German national. The ARCC initiated a search for the aircraft in the Swellendam area with the help from Vodacom forensics by locating the pilot's mobile phone. The aircraft was located on the mountains near Suurbraak, Western Cape province, and the pilot was found fatally wounded.
TBA	08-02-2022	ZS-JDH	Barland Cottage Runway	Cessna A188B	Agricultural Operations	KZN	0	The left wing of the aircraft collided with a tree while the pilot was manoeuvring the aircraft for the next crop spray run.
TBA	08-02-2022	ZS-SYW	Matla Power Station	Cessna U206G	Agricultural Operations	MP	0	The pilot and a passenger were engaged in a survey flight. According to the pilot, there was turbulence whilst they were flying. Thereafter, the engine suddenly stopped in whilst being operated. The pilot attempted to restart it after changing the fuel tank selector but was unsuccessful. She then opted to perform a forced landing on an open field she had identified from the air. She selected full flaps for landing. Shortly after touch down, the nose wheel got caught in a concealed hole (in the tall grass), which subsequently caused it to collapse
TBA	09-02-2022	ZS-MRL	FASD	Baron 58	Operation of Non-type Certified Aircraft	WC	0	The pilot state that after take-off from FASD, he was unable to retract the landing gear. He then called Air Force Base Langebaan tower and requested air traffic control if he could do a fly past the tower for them to confirm if the landing gear was down as he had no cockpit indication at that stage. ATC advised that the landing gear was down. The pilot then opted to return to FASD. Before landing, he used the emergency gear extension system to ensure the landing gear was down and locked but could not obtain confirmation (No three green lights in the cockpit). The pilot then landed on Runway 20 at FASD, shortly after touchdown, the landing gear collapsed, and the aircraft skidded along the runway surface coming to rest on the grass surface to the left of the runway edge.



TBA	10-02-2022	ZU-LIZ	Cato Ridge Aerodrome	Executive 162F	Operation of Non-type Certified Aircraft	KZN	0	The pilot stated that he did some maintenance on the helicopter after he had found some play on the swash plate. In order to rectify this, he tightened the slider ball collar bearing. He then decided to perform an evaluation flight in to see if the problem has been resolved by hovering the helicopter to see what the effect would be. He stated that he was in the low hover for approximately 30 seconds when the cyclic control sticks suddenly pulled over to the left and the main rotor blades impacted the grass surface and lost control. The helicopter came to rest on its left side with substantial damage.
TBA	10-02-2022	ZU-IKI	Cape Point National Park	Jabiru 430	Operation of Non-type Certified Aircraft	WC	0	The pilot, accompanied by a passenger took off from Robertson Aerodrome on a private scenic flight with the intention to land at Morning Star Aerodrome, which is located next to the N7 roadway, approximately 3nm north-east of Table View in Cape Town. The pilot stated that they flew from Robertson to Cape Town; then flew over Robben Island before flying to the Cape Point. At the time, there was a South African Air Force (SAAF) helicopter in the air in Noordhoek area; the crew heard on 125.80MHz (Special Rules West frequency) Mayday, I am going down. The SAAF pilot asked the pilot's position and he responded that he was 6nm north of Cape Point. The pilot then again broadcast, I am going for the road. There was no further communication. The SAAF helicopter then flew in the direction as indicated by the pilot of ZU-IKI. The SAAF spotted the aircraft from the air and were able to land close by.
TBA	10-02-2022	ZU-DYO	FAMO	RAF 2000GTX SE	Operation of Non-type Certified Aircraft	WC	0	The pilot stated that during the landing roll for final touchdown, a crosswind from the right blew the gyrocopter to the left, and he lost control of the gyrocopter. The pilot also stated that he tried to bring the gyrocopter back to the runway centreline, but it overturned and came to rest on its left side and on the left-side of the runway. According to the pilot, the gyrocopter was damaged beyond repair.
TBA	11-02-2022	ZS-SLY	FAWB	Cessna 172M	Aviation Training Organisation & Air transport operations	GP	0	The student pilot completed one circuit and, during landing on the second circuit, the aircraft ballooned and landed hard with the nose gear first. The stop bolt at the top of the nose oleo sheared off and the oleo damaged the engine firewall. Damaged was limited to the firewall and oleo.
TBA	12-02-2022	ZU-WAB	FANV	Vans RV7	Operation of Non-type Certified Aircraft	WC	0	The pilot stated that he was too low during landing and his speed was also low, at approximately 55 knots, which is just 5 knots above stall speed. The right wing contacted a bush and he lost control of the aircraft, causing the left main gear to contact the ground hard. The aircraft veered off the gravel runway.
TBA	13-02-2022	ZU-DWF	FAKT	Ravin 500	Operation of Non-type Certified Aircraft	GP	0	The pilot stated that the aircraft landed very hard at a speed of approximately 80 knots. During landing, both main landing gears got damaged



TBA	07-02-2022	ZT-XJY	Crown Douglas Substation	DJI Mavic 2 Enterprise	Remotely Piloted Aircraft Systems)	GP	0	The pilot reported that after noting that the drone was 3.5km away from home base, he pressed the return to home button (RTH) and the drone started making its way back to home at a lower speed than normal. The pilot pushed the throttle forward to gain speed, but the drone speed remained at 10 miles per hour; the battery was depleting drastically fast. The pilot started moving towards the drone as it started descending automatically while approaching the power lines. The pilot increased the altitude. As soon as he had cleared the power lines, the pilot started descending the drone (towards the gravel road). The drone disconnected at about 10 metres (height) with 6% battery life remaining. The pilot requested security to assist him to search for the drone, however, it was not found.
	23-02-2022	ZU-BZE	Wagtail airfield	Sycamore MK1	Operation of Non-type Certified Aircraft	NW	0	During the take-off roll the aircraft went over a small ridge on the runway which resulted in blade flapping, the aircraft's main rotor blades made contact with the tail of the aircraft. The pilot elected to abort the take-off, and the aircraft was shut down.
TBA	24-02-2022	ZS-OBA	FAGC	Piper PA-30	Aviation Training Organisation & Air transport operations	GP	0	The instructor pilot reported that they executed two circuit which was uneventful. On the third circuit training, during the approach the instructor reported that the aircraft was flared they noticed a sink that was not usual/normal, at that time the propeller had struck the ground and it was too late to execute a go-around. The aircraft came to rest on its belly and the propellers struck the runway before it came to rest. They shut down the aircraft and evacuated without assistance.
TBA	24-02-2022	ZS-EUC	Lake Naverone private airstrip	Mooney M20P	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that during take-off he experienced a partial power loss, he elected execute a forced landing back onto the runway. During the forced landing the aircraft's wing made contact with bushes before it collided with the fence before and came to a halt in a dense bush. Both occupants evacuated the aircraft without any assistance with no injuries sustained. The pilot reported that he had 155 litres of fuel and 6quarts of oil on board the aircraft.
TBA	24-02-2022	ZU-IGM	Katdoornkraal private farm in Mpumalanga Province	Stol CH 750	Operation of Non-type Certified Aircraft	MP	0	The pilot reported he flew too low over the field and the crops caught on to the grain and slowed the aircraft down and the pilot could not recover from the situation wheels.
TBA	26-02-2022	ZU-IKG	Rhino Park	Jabiru J430	Aviation Training Organisation & Air transport operations	GP	0	The instructor indicated that there is a pond near the threshold which makes gives a feeling of sinking whenever they pass it. On the third circuit, while on final approach they felt a sink that was more pronounced, and the instructor tried to increase throttle but was late. The aircraft main landing gear impacted the beginning of the runway and sustained damages to the left main landing gear. According to the instructor the nose wheel might be affected as well.
TBA	27-02-2022	ZU-FAS	FATP	Cheetah	Operation of Non-type Certified Aircraft	GP	0	According to the pilot, he completed pre-flight and running up then taxied to runway 01. He applied full power and was ready to initiate a take-off roll when the aircraft nose strut collapsed. The propeller blades struck the ground. 1+1 board and no injuries.
TBA	26-02-2022	ZU-ECY	Lindbergh Lodge	Thunderbird MK VI	Operation of Non-type Certified Aircraft	FS	0	The pilot indicated that 20 miles out of Eagle Flight the cylinder head temperatures went to maximum, and they decided to do a precautionary landing in case there



								was mechanical issue. On landing the nose wheel struck a rock and the aircraft nosed into a vertical position.
TBA	25-02-2022	ZS-FIF	FALA	CESSNA C172I	Aviation Training Organisation & Air transport operations	GP	0	According to the Hobbs meter the flight duration at the time of the accident was 3.5 hours. The student pilot stated that on final approach the engine started running rough and stopped, he attempted a restart, and the engine did crank and stopped again. He then opted for a forced landing in an open field. Approximately 40m after touchdown the aircraft collided with an embankment approximately 40cm in height, the nose wheel broke off and the aircraft nosed over, coming to rest in an inverted attitude.
TBA	03-02-2022	ZS-IIZ	FAGC	Cessna 177RG	Operation of Non-type Certified Aircraft	GP	0	After joining FAGC circuit, the pilot performed two touch-and-go landings, which were followed by an intended full stop landing. The pilot confirmed that the landing gear was down and lock, he had a green light in the cockpit, and he also made use of the aircraft equipped mirror to assess the position of the nose gear. Shortly after touchdown on Runway 35, he felt the nose of the aircraft starting to dip; he applied back pressure on the control column to keep the nose up for as long as possible but ran out of speed and the aircraft came to rest on the runway in a nose-down attitude. The propeller contacted (scrapped) the runway surface.
TBA	05-02-2022	ZS-GYK	FAPS	Scheibe SF-25C	Operation of Non-type Certified Aircraft	NW	0	According to the pilot, he was too low on final approach for landing Runway 03, however, he opted to continue with approach. Prior to touchdown, the propeller struck the runway threshold. The pilot was able to maintain control of the glider and landed safely. The glider sustained substantial damage to the component (that is, when the propeller struck the runway threshold).
TBA	08-02-2022	ZS-ASN& ZS-ZWF	FALA	MacDonnel/Boeing	Operation of Non-type Certified Aircraft & Operation of Larger aircraft	GP	0	On returning from the Magaliesburg GFA, a request was made to FALA ATC to do a simulated GNSS approach for Runway 07. It was approved and our clearance was to route to position LA1N1, below the FALA TMA at an altitude of 6400' on a QNH of 1021. Upon reaching LA1N1 we were cleared for the simulated approach and asked to report again at a 6nm final approach for Runway 07. At approximately 8nm, ATC called and asked us to turn to the North and report on a left downwind 07, this was confusing as we were getting ready to call a 6nm final approach as previously requested. I asked for confirmation on the North bound turn, and the downwind reporting, to which ATC then replied turn North. As the turn to the North was being commenced, the ACAS/TCAS gave a Resolution Advisory (RA), with the instruction to descend immediately. A descent was initiated as per the VSI instruction, it was noted that an aircraft had approached from behind us and was now 700' above us as we were descending. A few seconds later, the RA was cancelled, now clear of the threat, I called ATC and informed them that we were climbing back to our last assigned altitude of 6400' and that we had encountered a RA. Further clearance was then given by ATC to turn onto a left downwind position. It was then that we could identify that our conflicting traffic was a Kulula Boeing 737. They also advised ATC of their RA and that they too would file an incident report. We continued the remainder of our flight thereafter without further incident. We opted not to redo or continue with the simulated GNSS approaches, we continued with an additional three circuits before landing.



TBA	10-02-2022	ZS-ZWD	FALA	Boeing 737-800	Operation of Larger aircraft	GP	0	During normal climb after take-off from FALA en route to FACT at approximately FL270, the No. 1 engine suffered a severe damage (also, a loud bang was heard). The applicable checklists were completed. However, the crew took a decision to divert to FAOR. An uneventful single engine landing was made on Runway 03R. After landing the crew stopped at Echo taxiway where the fire department confirmed that there were no visible damage fluid leaks. Thereafter, the aircraft was taxied to the parking bay. The engine had a 'catastrophic' failure, which was not contained as some of the debris (engine hardware) was ejected via the exhaust, damaging the left horizontal stabiliser leading edge and leaving scratch marks on the side of the fuselage.
TBA	15-02-2022	ZS-SNS	FAWB	Cessna 172M	Aviation Training Organisation & Air transport operations	GP	0	The student pilot completed two successful take-offs and landings. However, during the third landing, the aircraft landed hard on its nose gear and bounced. The student pilot decided to apply full power and take-off again; after a full circuit she landed the aircraft safely. The student pilot taxied the aircraft and exited the runway and then stopped on the taxiway. The aircraft sustained damage to the nose landing gear and both propeller blade tips.
TBA	19-02-2022	ZT-RZS	Paarl	AW119 MK II	Air ambulance operations	WC	0	The pilot reported that during the start-up on the landing zone on top of Paarl Hospital's roof while the engine was spooled up to 100% NG, the helicopter experienced 90° uncommanded yaw to the left, which was followed by another two 360° yaws to the left. During the process the pilot intervened by applying full right pedal, without success. The paramedics opted to bail out after the helicopter came to a stop momentarily. Moments later, another yaw followed, and the pilot decided to shut down the engine to remove the torque effect and evacuated the helicopter.

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