

**Aircraft Occurrence February 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
TBA	01-02-2024	ZS-ELL	Wonderboom Airport (FAWB)	Cherokee 140	General Operating and Flight rules	GP	0	The pilot reported that he conducted two circuits (touch and goes) which were uneventful. During the third landing, there was a crosswind from the left. The pilot stated that he did not compensate timeously for the crosswind, and as a result, he lost directional control of the aircraft and it veered to the left of the runway. It came to rest approximately 5 metres from the runway edge.
TBA	06-02-2024	ZS-IRW	Belfast	G-164A	Agricultural Operations	MP	0	The pilot stated that he took off in the morning from Middleburg Airfield (FAMB) in Mpumalanga province to Grootpan Farm in Belfast to conduct a crop-spraying operation. The operation was conducted with several landings to refuel as well as replenish the crop-spraying solution. The last crop-spray run was a half load of 450 litres. The pilot also uplifted 173 litres of Avgas fuel which brought it to full capacity; he completed the remaining operation successfully in 15 minutes. At the time of completion, the aircraft had a fuel endurance of 2 hours. Thereafter, the pilot took off to Middleburg which is the aircraft's home base. Whilst at 400 feet (ft) above ground level (AGL) and approaching a coal mine, the engine shut down without warning. The pilot consulted the POH but could not troubleshoot the problem. The pilot then identified a field on his right-hand side (which was Klippan Mine) but soon realised that the aircraft will not reach the field. He then decided to turn and land on an alternative field. During the landing roll, the nose landing gear impacted a pole that lay across the landing path and the aircraft nosed over. It rested facing the direction it had approached.
TBA	15-02-2024	ZS-RLS	Ultimate Heliport, Midrand	B407	Aviation Training Organisations	GP	0	he flight instructor reported that they conducted "engine failure in forward flight at night emergency exercise" at Ultimate Heliport before repositioning to Grand Central Airport (FAGC) to continue with the exercise. The instructor demonstrated the emergency and, thereafter, the student pilot flew a circuit and reached 6 000 feet (ft). On final approach for Runway 35 before the exercise began, the instructor checked with the student pilot if he was ready. After confirmation, the student pilot immediately lowered the collective and entered autorotative flight whilst the instructor rolled the throttle to idle to split the needles between the engine's RPM and the rotor RPM. After rolling the throttle to idle, the instructor heard a loud caution/warning beep. The rotor RPM was in the green (100%). This was followed by an indication of 'engine out' on the instrument panel. The instructor attempted to roll the throttle on in anticipation to auto relight, but was unsuccessful. The instructor took over control and performed a forced landing. He stated that due to lack of references and because it was dark, the flare was initiated higher than normal at 80 feet above ground (AGL) which resulted in a hard landing. During the hard landing, the main rotor blades



								dropped and contact the tail boom, severing it at two places. The helicopter continued to skid for a few metres before it came to a stop on the centreline of the runway with the nose facing north. Post-accident, the engine was run at idle and it operated without difficulty. During the engine run, the overspeed test was conducted and the test was not successful. The HMU rigging was found to be out of limits post the rigging check as the holes were misaligned when the pin was inserted. The ECU was downloaded, and no failures were recorded
TBA	15-02-2024	ZS-JLF	Wonderboom Airport (FAWB)	Cherokee	Aviation Training Organisations	GP	0	The pilot stated that he was on a solo consolidation flight; he took off without incident to execute touch-and-go landings on Runway 29. The aircraft approach and landed on the runway and when the pilot was attempting to take-off, the pilot felt that the aircraft was not gaining a positive climb. He then landed the aircraft with the nose landing gear (first). The nose landing gear broke and the propeller struck the runway surface and veered off to the left (of the runway)
TBA	16-02-2024	ZS-MBT	Nelspruit Airport	B58	General Operating and Flight rules	MP	0	The pilot reported that during the landing roll at approximately 150 metres (m) from the threshold of Runway 22 at FANS, the nose landing gear collapsed, followed by the left and the right main landing gears. As a result, the propellers struck the runway and the aircraft veered off to the left and skidded on its belly for about 5 metres (m) before it stopped. The aircraft sustained substantial damage.
TBA	19-02-2024	ZT-RBZ	Potchefstroom Aerodrome (FAPS)	R44 Raven II	Agricultural Operations	GP	0	According to the pilot, he was flying at approximately 30 feet (ft) above ground level (AGL) counting the warthogs and other antelope species with the intention to catch warthog at a later stage. The pilot reported that whilst he was repositioning to the next warthog, the low main rotor revolutions per minute (RPM) audio warning sounded and the warning light on the instrument panel illuminated followed by the RPM dropping from 102% to 87%. The pilot immediately elected to perform an emergency landing. On final approach, the tail rotor contacted a 6ft high tree, which destroyed the blades. The helicopter also sustained structural damage during the landing. The helicopter remained in an up-right position over a 1.2 meters fence. The helicopter was substantially damaged.
TBA	20-02-2024	ZS-LPM	Grand Central Airport (FAGC)	Seneca III	Aviation Training Organisations	GP	0	According to the instructor, this introduction flight to the aircraft type (multi-engine). They took off and routed north towards the Brit general flying area (GFA) where they were practising climbing and descending turns. The instructor asked the student to extend the landing gear for practising descent at different configurations. The pilot noticed that both the left and right main landing gear indicated down & lock, but the nose landing gear was not down and locked. The crew attempted to recycle the gear and was unsuccessful. They decided to return to FAGC and operated overhead the aircraft and conducted basic trouble shooting and several attempts to lower the nose gear were unsuccessful. They then decided to follow the POH for emergency gear extension and still unsuccessful. The crew landed the aircraft with only the main landing gears extended. During the landing roll, the aircraft skidded with its nose cone for approximately 239 metres before the aircraft stopped. The aircraft was substantially damaged.



TBA	21-02-2024	ZS-FJU	Near Runway 31, Baragwanath Aerodrome (FASY)	C127K	Aviation Training Organisations	GP	2	According to the eyewitness, upon arrival at Runway 31, the aircraft conducted two circuits uneventfully, on the third circuit, the aircraft was seen floating approximately 1 metre (m) above the runway, towards the end of the runway. The aircraft went nose up followed by what sounded like an engine stoppage, moments later the engine came back online. At approximately 120m from the runway the aircraft impacted the gravel road and came to rest facing the northerly direction. One body was found few metres from the wreckage, whilst the other body was found inside the wreckage.
TBA	23-02-2024	F-PAFR	Runway 35 at Zandspruit Airfield	Rebel Elite	General Operating and Flight rules	LIMPOPO	0	The pilot reported he had approximately 200 litres of fuel on board, with the endurance of 7 hours. The flight proceeded without incident, and the aircraft safely landed at Garonga airfield at 0618Z. After breakfast at Garonga, the pilot and passenger departed from Garonga airfield at 0817Z to return to Zandspruit airfield. During the stable approach for landing on Runway 35 at Zandspruit airfield, with a speed of 50 knots, the aircraft touched down safely. However, upon applying the brakes, the aircraft veered to the right of the runway, and the pilot was unable to regain the runway centreline. The aircraft eventually came to rest with the left wing touching the ground. Remarkably, both the pilot and passenger disembarked from the aircraft unassisted. The aircraft sustained substantial damage to the left wing, propeller, and left landing gear
TBA	24-02-2024	ZU-IBN	Middleburg Airfield	L-39C	Operation of Non- Type Certificated Aircraft	MP	0	The witness reported that during the take-off run the rear canopy door jettisoned and separated from the aircraft. The pilot applied brakes and the right main wheel locked up which caused the tyre to burst. The aircraft veered off to the right-side of the threshold of runway 14 and proceeded through to the boundary wall before it stops.
TBA	21-02-2024	ZU-DKL	Ingwelala Airfield (FAIW)	XXL	Operation of Non- Type Certificated Aircraft	MP	0	The pilot reported that while enroute after flying for approximately 25nm to Rhino Park he noticed low cloud and elected to return back to Ingwelala airfield. The aircraft landed safely on the ground, during the roll the pilot applied rudder and the right rudder was ineffective, as a result the aircraft veered to the right of the runway before it come to a stop.
TBA	02-02-2024	ZU-EJB	Stellenbosch Airfield (FASB)	Foxbat A-22	Aviation Training Organisations	WC	0	According to the pilot, they conducted a pre-flight inspection and no anomalies were found. The take-off and the first circuit were uneventful. The instructor was satisfied; he then instructed the student pilot to conduct a full stop landing as he intended to disembark from the aircraft to allow the student pilot to fly solo. A normal and stable approach was conducted with a smooth touchdown, followed by a landing roll on Runway 19. During the landing roll and towards the end of the runway, the nose gear bent to the right which caused the aircraft to veer off to the left of RWY19. It came to a stop shortly thereafter.
TBA	07-02-2024	ZU-ADS	Private airstrip on a Farm in Klerksdorp	Sling 4	Operation of Non- Type Certificated Aircraft	NW	0	The pilot was reported to have readied for the flight and when he had completed all the checks, he proceeded to taxi from the hangar to the airstrip. The aircraft rolled off the paved area and onto the grass area and the propeller snagged a cable that was on its path. Thereafter, the pilot shut down the engine and disembarked from the aircraft to inspect it. He found the cable wrapped around the propeller shaft. There were no injuries reported, and there was no damage to the propeller.
TBA	17-02-2024	ZS-PWR	Springs Aerodrome (FASI)	P92	Aviation training organisations	GP	0	The flight instructor reported that the flight from FASI to FABL was uneventful. During the return flight from FABL and approximately 30 minutes into the flight, they heard

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									a loud bang from the engine, which was followed by rough running of the engine, which stopped thereafter. The instructor took control of the aircraft, glided to an open field and conducted a forced landing.
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