

**Aircraft Occurrences January 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	02-01-2023	ZU-PPA	FATA	Sling 4 TSI	Operation of Non-type Certified Aircraft	GP	2	According to the eyewitness who was positioned on the left side of the Bass Lake (Meyerton) with friends who were fishing at the lake reported that at around 1616Z, they saw a small aircraft approaching at low height heading in the direction of the lake. The eyewitness added that the engine seemed to be operating normal based on the sound as the aircraft approached. A moment later the aircraft descended and struck the water with the main landing gear. The aircraft then bounced and high engine revs were heard as the pilot appeared to have intended to climb again. The aircraft was seen climbing momentarily and was again seen coming down in the nose-down attitude. The aircraft impacted the water with the engine still operational and submerged into the lake that is 25 metres (m) deep after about forty seconds.
TBA	02-01-2023	ZS-SMK	FAGC	Cessna 172M	General Operating and Flight Rules	GP	0	Post-accident interview with the pilot revealed that before the flight, he conducted a pre-flight inspection on the aircraft and no anomalies were noted. The aircraft had 40 gallons of Avgas LL100 fuel in the tanks. The aircraft took-off from Runway 35 at approximately 1906Z and had climbed to 7 500 feet (ft). Upon reaching FAWB, the pilot performed three uneventful touch and go landings and routed back to FAGC at 7 000ft. Upon reaching FAGC, the pilot performed two touch and go landings on Runway 35. During the landing roll with the intention to get airborne for an addition (third) touch and go landing at approximately 60 knots the aircraft collided with a buck with the right-side main gear strut. The right gear strut collapsed during the accident sequence and the pilot aborted the take-off as the aircraft veered off to the right side of the runway onto the grass area. The pilot executed an excessive foot braking, and the aircraft came to a stop against the aerodrome perimeter fence. The aircraft sustained substantial damages, and a pilot and a passenger got out of the aircraft unharmed and unassisted. Post-accident interview with the pilot revealed that the aircraft was airworthy at the time of the accident.
TBA	15-01-2023	ZS-EAW	Nasrec near FNB Stadium	P30 Twin Comanche	Aviation Training Organisation	GP	2	According to Air Traffic Controller on duty, the aircraft got airborne at approximately 0520Z to conduct circuit training at the airfield. After flying for 30 minutes the pilot requested routing to the general flying area (GFA) for 15 min. The pilot was handed over to Johannesburg special rules at 0550Z. According to the eyewitness, he was attracted by unusual idling of the engine that was going on and off and suddenly stopped. He then saw the aircraft coming down in nose down attitude before disappearing behind the trees.
TBA	13-01-2023	ZS-PNC	Volkruist	S2R-T15	Agricultural Operations	MP	0	According to the pilot, the aircraft had been spraying fungicides liquid on the crops for approximately 40 minutes. During a turn the aircraft lost power, this was followed by inter turbine temperature (ITT) decreasing in the instrument panel. The pilot selected a place to perform a forced landing. During landing roll the main gear went into uneven terrain. The aircraft got airborne momentarily and hit the ground hard. The main landing gears collapsed, and the propeller blades came to contact with the ground.
TBA	16-01-2023	ZS-SDA	FAWB	Cessna 172P	Aviation Training Organisation	GP	0	According to available information, the student pilot (SP) was cleared for take-off on runway 06 by the Air Traffic Controller (ATC) on duty. During take-off run, the SP lost control and the aircraft veered off to the left of the runway 06. After exiting the runway, the nose gear dug in the soft ground and collapsed resulting in the aircraft sustaining damage to nose gear assembly which separated from the nose section. The propeller also came into contact with the ground. The aircraft skidded for some distance before coming to a stop.



TBA	13-01-2023	ZU-ISK	Rhino Park airfield	J400	Operation of Non-type Certified Aircraft	GP	0	According to the pilot, he took off from Rhino Park airfield and routed to the general flying area (GFA). Upon returning from the GFA, the landing approach and touchdown was normal however after landing roll the aircraft veered off left to right of Runway. In an attempt to correct the situation, the pilot applied right rudder inputs which was in excess and rendered the aircraft to exit the runway to the left. After exiting the runway, the nose gear got bent and the propeller hit the ground. During that process the right-wing tip also contacted the ground. The aircraft came to a stop shortly thereafter.
TBA	11-01-2023	ZS-THH	Parys Airfield	AT-402A	Agricultural Operations	FS	0	The pilot reported that he uploaded 900 kilograms (kg) of payload (chemical) and the flight to Ougus farm was uneventful. The pilot reported that on arrival at Ougus farm, he landed the aircraft to scan where he is going to start with the detail. At approximately 0550Z, during the take off roll, the pilot noticed a little bit of wind, as he pick up the tailwheel, he felt a much stronger gust from the right side, then the tailwheel dipped down towards the ground, and he immediately went for the dump lever to release the chemical to gain speed and height, however as he tried to dump the chemical the left main wheel struck the gate followed by the left wing and the propeller striking the ground. The aircraft made a forced landing on the maize field which was unsuccessful.
	23-01-2023	ZS-DVY	FACT	Cessna 172M	Aviation Training Organisation	WC	0	The student pilot reported that he was engaged on a training flight from FACT to the general flying area (GFA) with the intention to return to FACT. During the return flight, the student pilot reported that on final approach for a full stop landing the indicated airspeed was 90-95 knots instead of 80-85 knots as required. He corrected the airspeed before the aircraft touched down on Runway 01. After rounding out the aircraft ballooned. The pilot reported that he applied back pressure to the control column and power to correct however, the right wing dropped and impacted the ground resulting in the pilot losing control of the aircraft. The nose wheel impacted the ground hard and broke off. The propeller blades struck the runway and the aircraft veered off to the right of Runway 01 before it came to a stop on the grass 30m from the runway edge.
	13-01-2023	ZS-TIU	Rhino Park airfield	Cessna 172R	General Operating and Flight Rules	GP	0	According to the pilot, landing approach was stable as the aircraft lined up for runway 35 (RWY35). Whilst overhead the runway and ready for touchdown, the aircraft ballooned before touching down. During touch down with the main landing gears, the aircraft bounced. To recover from the bounce, the pilot added more power and a series of bounces followed which resulted in the propeller contacting the ground before the aircraft came to a stop. The pilot then taxied the aircraft back to the main apron.
	27-01-2023	ZS-SNS	FAWB	Cessna 172M Skyhawk	Aviation Training Organisation	GP	0	An interview with the student pilot's instructor revealed that before the flight on the morning before the accident flight, they conducted a short briefing which was followed by a pre-flight inspection on the aircraft. The aircraft had 28 gallons of Avgas LL100 fuel in the tanks. The duo took-off from Runway 11 and climbed to the circuit altitude. The student who was the pilot flying (PF) performed one circuit uneventfully followed by three touch and go landings. After making sure the student performance was satisfactory, the instructor advised the student to perform a full stop landing. The student landed safely on Runway 11 and the aircraft was taxied to the operator's apron. The instructor assessed the weather condition which was favourable before granting the student for her initial solo flight. The instructor disembarked and went to the balcony at the operator's facility to view how the student pilot was performing. The student reported that before taxiing, communication with the control tower was made and a controller had instructed the student to turn left on Bravo - Delta to the holding point of Runway 11. Upon reaching the intersection to the holding point, the student noticed that there was ZS-EAD and ZS-SCE parked on the left side of taxiway Bravo for run-up checks. The student further reported that judging from the distance between the two aircraft, there was not sufficient space to accommodate the ZS-SNS behind ZS-EAD and that ZS-SNS was blocking the intersection / exit taxiway for other traffic. The student then decided to overtake the two aircraft with the intention to park in front of the ZS-SCE aircraft. During that process the student misjudged the distance between ZS-SNS and ZS-EAD which led to ZS-SNS colliding with ZS-EAD's right wing tip (upper portion area – Shown on Figure 2). The ZS-SNS aircraft pivoted to the left after hitting ZS-EAD and contacted the rotating propeller



								and right lower skin of ZS-SCE. The propeller blades of ZS-SCE severed the left-wing tip of ZS-SNS before the student stopped the aircraft approximately 20 metres (m) Infront of ZS-SCE.
	28-01-2023	ZS-LAP	FAWB	Cessna C210	General Operating and Flight Rules	MP	0	The aircraft took-off from a Private Farm in Malelane, Mpumalanga province with a pilot as a sole occupant onboard on a private flight to FAWB. During arrivals while on approach the pilot was requested by the FAWB traffic control to orbit as there was another air traffic ahead of him. During orbit, the pilot retracted the landing gears. Upon return for landing approach, the pilot forgot to extend the landing gears whereafter the aircraft landed on its belly. The aircraft scabbled along the runway until it came to a full stop. The Airport Fire and Rescue team upon noticing, they rushed to the incident aircraft and discharged fire extinguishing chemical foam to prevent any possible fire. The pilot disembarked the aircraft unassisted with no injuries sustained. The aircraft damages were limited to the aircraft bottom with no further damages reported.
	30-01-2023	ZS-IBX	TBA	E33 Bonanza	General Operating and Flight Rules	MP	1	The airport upon entering the Kruger Mpumalanga Airport (FAKN) airspace reported his intension and flew overhead the airport as he headed to his intended landing field. The aircraft was later reported by FAKN Tower to the Aeronautic Rescue Coordination Centre (ARCC) that it disappeared on the radar before reaching the intended destination. There was also an eyewitness in the Nelspruit airport (FANS) who reported to have witnessed a plane crash in the same direction where of the accident site. According to the reporting, the area where the aircraft crashed was misty and mountainous. An emergency helicopter was dispatched to the direction where the aircraft was alleged to have crash and the accident site was located. Upon landing it was discovered that a light aircraft with a sole occupant had crashed and got destroyed.
TBA	26-01-2023	ZU-FUS	Sunday's River Mouth	Sling 2	Aviation Training Organisation	EC	0	According to the instructor pilot, he took off from FAPE with the student pilot for a dual circuit training exercise which consisted of five uneventful exercises followed by a student pilot being sent solo. The student pilot conducted two exercises which was uneventful on the third circuit, student pilot reported he approached the runway at an airspeed of 70 knots, shortly after touched down at an airspeed 50 knots the aircraft porpoised and it impacted the ground on a nose wheel. The propeller contacted the ground and the nose wheel collapsed.

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