

Aircraft Occurrence January 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	09-01-2024	ZU-ELC	Grass runway at Rexfield Airfield,	Bushbaby Explorer UL600	Operation of Non-Type Certificated Aircraft	EC	0	The pilot reported that the flight from the departure airstrip was uneventful. Before landing at Rexfield Airstrip, the pilot checked the windsock which indicated the direction and strength of the wind. The wind was calm, which favoured Runway 15 (grass) for landing. The approach was stable, and, during landing, the aircraft veered off to the left of the runway. The pilot tried to recover the aircraft, however he accidentally applied foot brakes which resulted in the aircraft flipping over. Post-accident interview with the pilot revealed that the aircraft was airworthy. The rudder control pedals were operational, and the cables were intact with no sign of stiffness.
TBA	12-01-2024	ZU-IWX	Malalane	Sling 2	Operation of Non-Type Certificated Aircraft	MP	0	According to the pilot, he stated that during a low-level turn to the left, the aircraft lost height. The pilot then turned sharply to the right to avoid the trees on the flight path as the aircraft was losing height, and thereafter conducted a forced landing in the sugar cane plantation. During landing, the aircraft collided with the sugar cane crops and came to a stop a few metres from the touch down point.
TBA	11-01-2024	ZU-TNF	FAMO	Ravin 500	Operation of Non-Type Certificated Aircraft	WC	0	According to the pilot, upon his return to FAMO, he lined up straight ahead for Runway 28 to conduct a full stop landing. During final approach, he stated that the aircraft was stable at 500 feet per minute rate of descend (ROD) and was committed for landing. During the flaring, the sun blinded his vision and, as a result, he lost visual of the runway surface. The aircraft touched down hard which resulted in the collapse of the left main gear. The aircraft veered off to the left of the runway and came to a stop a few metres from the runway edge.
TBA	20-01-2024	ZU-FFT	Carletonville	7 SLX	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that they were using Runway 13 for take-off with the intention of climbing to flight level (FL)150 for the drop. At approximately 0810Z whilst on an initial climb past 200ft above ground level (AGL), they observed white smoke emanating from the exhaust, as well as noticed the drop in N1. Therefore, they stopped the climb and made a left turn. They then identified an open field between houses on which to perform a precautionary landing. Before coming to a stop, the aircraft impacted a small tree with the left wing which caused the aircraft to spin around before it stopped.
TBA	23-01-2024	ZU-FWN	Rhino Park Airfield	Sling 2	Aviation Training Organisations	GP	0	In the statement, the pilot stated that they started with 8 circuits on Runway (RWY) 09 thereafter they proceeded to Pretoria General flight area 2 where they completed a couple of emergency manoeuvres. They returned to Rhino Park for a full stop landing after 1.9 hours of flying. On arrival they observed the wind and decided that RWY 09 would be favourable. The pilot then indicated that on flaring she felt something forcing the nose down and they bounced on first contact. On second contact the pilot said there



								was pressure on the left rudder, and she asked her passenger if she was not interfering, and she said no. The aircraft's propeller struck the runway and a nose wheel tyre burst.
TBA	25-01-2024	ZU-VDD	Devondale Farm Barkley West	not registered on SACAA database	Operation of Non- Type Certificated Aircraft	NC	1	It is reported that the pilot took off on a private airstrip on his farm in Barkley West with the intention to test fly the aircraft for the first time since he completed assembling it. The pilot got airborne and moments later the witness heard the engine go silent and the aircraft kept flying and made a turn after which the engine was heard revving and moments later the aircraft was seen struggling to maintain wings level and it dropped the left wing then right wing and finally the left wing before the aircraft started diving towards the ground where it crashed. The witness and other people rushed to the scene and found the aircraft crashed. The aircraft sustained substantial damage, and the pilot was fatally injured. Following the accident, the SAPS and EMS were notified and responded to the scene.
TBA	27-01-2024	ZS-LUW	FABM	S2R-T34	General Operating and Flight rules	FS	1	A witness at the Aircraft Maintenance Organisation (AMO) at FABM where the aircraft was hangered stated that on Saturday morning, he had a chat with the pilot while performing a preflight inspection on the aircraft. The pilot appeared well rested and prepared for the journey. The aircraft took off at 0415Z. Around 0545, he received a call from Ermelo informing him about the ZU-LUW accident which occurred within the perimeters of FAEO. The onsite investigation showed that the aircraft was flying low in a northerly direction when it impacted the ground with the right-wing tip. The aircraft nose then pitched down and the propeller struck the soft ground. The aircraft kept momentum while swerving to the right before it collided with the FAEO perimeter fence. The aircraft wings separated from the underbelly during the accident sequence, and the fuselage came to a halt about five (5) metres (m) outside the airfield perimeter fence facing the direction it came from. The aircraft was destroyed by impact and the fire that erupted. The local police station and the emergency medical services (EMS) were notified, and they swiftly responded to the scene. The pilot was pronounced deceased at the scene and his body was recovered to the Mpumalanga government pathology services. A witness who was at FAEO weather office stated that the accident occurred around 0515Z. Visibility around the time of the accident at FAEO was very poor.
TBA	29-01-2024	ZS-FON	Bona-Bona Airfield	King Air C90A	General Operating and Flight rules	NW	0	The pilot reported that the during landing on runway 17, the left wheel came off, and the aircraft veered off to the left of the runway and came to rest approximately 1m from the side of the runway. He further stated that when the left wheel came off it struck the propeller blades. The aircraft sustained substantial damages to the left wheel and the propeller.
TBA	30-01-2024	ZU-RDY	Morning Star Aerodrome	Xenon 2 RST	Aviation Training Organisations	WC	0	The student pilot reported that he refuelled the aircraft and completed pre-take-off checks before taxiing to the holding point of Runway 20 to conduct engine run-up checks. He reported that he lined up for take-off and started rotating at 2 100 engine RPM. He pre-rotated to 120 rotor RPM and the rotor rpm continued to increase to 185 RPM before releasing the brakes and rolling forward. During the ground roll, the student pilot noticed a decrease in rotor RPM, and he pulled back the stick to initiate rotation. The pilot increased the engine RPM and that had no effect in recovering the rotor RPM which at



								<p>this point was at about 170. At this time, the aircraft was halfway above the runway. The aircraft continued to climb to approximately 600 feet above ground level (AGL) before the pilot executed a tight circuit.</p>
TBA	11-01-2024	ZS-EOZ	FAWB	Piper 28	Aviation training organisations	GP	0	<p>According to the instructor, he stated that the flight to the GFA was uneventful. Upon arrival, they commenced with the exercise and conducted three successful simulations. During the fourth simulation whilst the aircraft was in the climb phase, it struggled to gain height. There were no warnings observed on the instrument panel. The instructor took over controls and aimed for the sugar bean plantation ahead of their flight path. During the landing roll, the vertical stabiliser strobe light impacted the spray boom of the plantation; the aircraft continued to roll and came to a stop a few metres after the impact point.</p>
TBA	15-01-2024	ZS-ART	Winterton	Turbo Thrush S10G	Agricultural Operations	KZN	0	<p>On the day of the accident flight, the pre-flight inspection was conducted by the pilot including the checking of fuel for contamination, and all was normal. Thereafter, the pilot took off and routed to the private farm. On arrival, he proceeded with the crop-spraying operation on the first section of the maize field. Whilst he was about to proceed to the second section of the maize field, he noticed the decreasing engine revolutions per minute on the instrument panel, as well as the decreasing sound of the engine. The pilot then elected to conduct a forced landing on the maize field; the aircraft came to a stop a few metres after touchdown.</p>

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