



Aircraft Occurrences July 2020

Statistical 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.

Accident ref	Date of Occ	Aircraft Type	Registration	Province	Area of Occurrence	Fatalities	Circumstances	Type of operation
TBU	07-07-2020	UFM13 Lambaba	ZU-JBD	FS	28° 4' 46.25" S 26° 51' 36.52" E, elevation 4 402ft AMSL	0	It was reported that the pilot was conducting circuit and landings on Runway 08 at Harmony Airfield when the pilot lost control on his first landing. The aircraft veered off to the right of the runway on to the grass before turning 180° facing the landing direction and stopped.	Aviation Training Organisation
TBU	12-07-2020	Piper 28-180	ZS-WHV	TBU	TBU	0	It was reported that the aircraft was doing circuits and landing exercises when on final approached aircraft experienced some wind shear. The student took power but the aircraft continued to descent before impacting some trees and landed safely on the runway and was taxied to the hangar.	Aviation Training Organisation
TBU	13-07-2020	Jabiru	ZU-FFE	GP	S25°49'.59.4" E028°32'26.4". Elevation 4784 feet	0	It was reported that the aircraft was landed too deep and was too fast that it overshot the runway before nosing over.	Aerial survey CAA (airport calibration)
TBU	19-07-2020	Airbus ECU20	ZS-ROP	WC	S 33°59'18.18", E 018°36'31.36"	0	The student pilot delayed applying the right-hand side rudder pedal to compensate for the anti-torque that automatically causes the helicopter to yaw towards the right hand-side when power is increased. The helicopter began moving sideways on which the right landing gear skid rear part hooked the ground causing it to experience a dynamic roll over to the left.	Aviation Training Organisation
TBU	08-07-2020	Piper 34-200	ZS-ISD	EC	33° 33' 17.54" S 26° 52' 25.01" E, elevation 329ft AMSL	0	It was reported that the aircraft was flown to test the systems after being parked for a while during lockdown for COVID 19. The aircraft took-off from FAPA Runway 07 and routed to the general flying area where systems checks were conducted. During a landing gear test, the pilot got two of the three landing gear lights, he cycled the system a few more times without getting the third light to illuminate. He opted to fly to the aerodrome where he did a fly past for the AME on the ground to verify all three gears out. The AME verified that the two main gears were out and the nose gear was not out. The pilot opted for a landing with only the nose gear out. He switched off both engines before landing and after touch down, the nose section scraped the runway	General Aviation and Operating Flight Rules
TBU	14-07-2020	B737-800	ZS-SJB	KZN	On a descend enroute to FALE	0	It was reported, moderate to severe turbulence was encountered on the descent to FALE. Turbulence started when entering stratiform cloud at 15000 feet and continued until 11000 feet. Seatbelts were switched on at approximately 20000 feet (for plus-minus 6 minutes). The crew was informed to secure the cabin due to possible turbulence. Cabin crew member got injured during the turbulence and was checked out at FALE clinic upon arrival and flew back to FAOR as a passenger.	Commercial

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Last date of update: 24 August 2020