

Aircraft Occurrences July 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	01-07-2022	ZU-IKT	FABS	RAI-6 Foxtrot	Operation of Non-type Certified Aircraft	NW	0	According to the pilot, before departing FAPS, he conducted a pre-flight inspection on the aircraft and nothing abnormal was detected. The aircraft had about 150 litres (l) of Avgas 100LL fuel in the tanks. The take-off from FAPS was uneventful and the aircraft climbed to an altitude of 6500 feet (ft) and routed to FABS, cruising at 200 miles per hour (mph). Upon arrival at FABS, which is unmanned, the pilot blindly broadcasted his intention on frequency 124.2-Megahertz (MHz) and joined Runway 02 for a full stop landing. The aircraft landed hard on its nose gear, which broke off above the fork area (Figure 2). The aircraft sustained substantial damages but none of the occupants were injured. The duration of the flight was approximately 25 minutes. A video footage was sent to the investigator-on-call by one of the eyewitnesses who were next to the hangars at FABS as the aircraft was landing. The video footage shows the aircraft contacting the runway surface very hard with its nose gear, where after it moves unsteadily (wobbles) before the nose gear breaks off with the wheel fairing still attached to it. Witness marks of the fractured nose gear strut were spotted on the runway surface.
TBA	04-07-2022	ZU-RKM	Wagtail Aviation Airfield	Trojan Gyroplane	Aviation Training Organisation	FS	0	According to the flight instructor, before the flight, they conducted a pre-flight inspection on the gyroplane and nothing abnormal was detected. The gyroplane had about 40 litres (l) of Mogas fuel in the tank. After starting the engine, the student pilot completed one circuit followed by a successful touch-and-go landing on Runway 06. The weather was good with a light crosswind from the right during approach for a full stop landing. The student pilot reported that during flare as the gyroplane was about to touch down, it yawed to the left and he was unable to straighten it before touchdown. Due to the gyroplane's low airspeed on touch down, it rolled to the left and the rotor blades struck the runway. The gyroplane came to rest on its left side, approximately 90 metres (m) from the threshold of Runway 06. The pilots were uninjured and were able to exit the gyroplane without assistance. The gyroplane sustained substantial damages. The flight instructor reported that there were no pre-accident mechanical anomalies with the gyroplane. The engine was examined, and no anomalies were noted that would have precluded normal operation. The accident was consistent with the student pilot's loss of control and the flight instructor's inability to recover the gyroplane.
TBA	03-07-2022	ZU-IPN	FAMT	Vans	Operation of Non-type Certified Aircraft	EC	0	The PIC reported that the engine started without fault, and they allowed it to run for a few minutes until the indications had stabilised. The aircraft was later taxied to the threshold of Runway 25 where pre-departure checks were carried out. The PIC then opened the throttle and the aircraft started rolling. The aircraft rotated and, during the climb phase at approximately 100 feet (ft) above ground level (AGL), the engine revolutions per minute (RPM) started to surge. The PIC decided to return to the aerodrome, however, the aircraft lost height rapidly. He then performed a forced landing on a grassy area outside the aerodrome. No fire was reported.
TBA	09-07-2022	ZU-CJB	Empangeni Airfield	Windlass Aquilla	Operation of Non-type Certified Aircraft	KZN	0	According to the medical service onsite, they were contacted around 0700Z by an eyewitness requesting their medical helicopter for their medical service at the accident site in the area of Nhlabane. The air medic helicopter dispatched to the provided location and upon their arrival they noticed an aircraft crashed in a bushy terrain on a private farm near a road. They attended to the female occupant who was in a critical state. She was then airlifted to NETCARE THE BAY Hospital in Richards Bay. The air medical personnel were informed that the pilot was transported by road to the nearby Hospital in the area. Both occupants were admitted and treated under Intensive Care Unit (ICU).
TBA	09-07-2022	ZS-FMO	Worcester Airfield	PA-28-180	Aviation Training Organisation	WC	0	According to the Chief Flight Instructor (CFI), he went outside his Office as he could hear that the weather has suddenly changed. He noticed that the weather had changed drastically in the opposite direction of runway 15 approach. He then noticed the aircraft had joined the circuit and was on leg final for landing approach for Runway 15 at approximately 0915Z. He ran to his office to communicate via a handheld radio, with the crew of ZS-FMO to advise them about the sudden weather change that indicated strong winds of 25knots in the opposite direction. The aircraft had already committed for landing and therefore the CFI was too late. He then observed that the aircraft landing approach was unstable and landed too deep on Runway 15 at a fast touchdown speed. The aircraft overshoot the runway and went on to a horse farm with an uneven surface. The aircraft collided with a perimeter fence and flipped over. The crew disembarked without assistance and walked away from the aircraft as they noticed smoke from the aircraft. Suddenly a post impact fire erupted and consumed the aircraft wreckage. The airfield Fire emergency service were dispatched to the accident aircraft in an attempt to extinguish the burning wreckage. The aircraft was consumed by the erupted fire.



TBA	10-07-2022	ZS-ZIP	FALA	CIRRUS SR-20	Aviation Training Organisation	GP	0	According to the student pilot who is a National Pilot License (NPL) holder, he conducted three uneventful circuits consisting of two touch and go circuit and a full stop landing with an instructor onboard. The instructor was satisfied and disembarked. The student pilot commenced with his solo consolidation and conducted four circuits consisting of three touch and go. On the fourth circuit for a full stop landing, the pilot during landing approach noticed that the aircraft was low on speed and added power. He then noticed he was too fast and landed too deep on the runway. During landing touchdown on Runway 07, the aircraft bounced and contacted the ground with the nose landing gear first and tilted forward causing the propeller to make contact with the runway surface and subsequently veered-off to the left of the runway. The aircraft came to a full stop on the grass at a point approximately 20m from the left of Runway 07. The pilot switched off all electrical switches and disembarked the aircraft. FALA Air Traffic Controller (ATC) contacted the Airport Fire Search and Rescue (AFSR) team to attend to the incident aircraft. AFSR advised ATC that the aircraft had stopped within the critical runway space and requested permission to move it further outside the 50m space from the active runway. ATC contacted the Investigator on Call (IOC) to report the occurrence and further requested permission to move the aircraft to a safe distance from the runway. Permission was granted, and the aircraft was later recovered to the operator's hangar.
TBA	11-07-2022	ZS-FWR	FAWB	Piper PA28-140	Aviation Training Organisation	GP	0	According to the PIC, pre-flight was conducted with no anomaly following a success test flight that was carried on the same day. The pilot and his student took-off at approximately 0940Z for FAWI on their intended training as planned. The flight to FAWI and the training exercise were uneventful. Upon completion at approximately 1100Z the crew headed back FAWB. During a return flight while flying overhead Bronkhorstpruit area the PIC heard an abnormal sound coming from the engine compartment. They then checked and began to monitor the engine parameters and noticed they were normal and continued with the flight. Within 5 minutes, the PIC felt a severe vibration from the aircraft nose which was followed by a loud bang and the engine died while the propeller was still windmilling. The PIC then took control of the aircraft and begin to look for a suitable field to conduct a forced landing. He then spotted an open field ahead of their route and landed the aircraft. During landing roll the aircraft's left main landing gear collided with an anthill and was severed. The aircraft came to a full stop ahead and the crew disembarked unassisted with no injuries sustained during the accident sequence. The aircraft sustain damages to the left main landing gear, the left-wing control surfaces (aileron and flaps) and the wing bottom surface. The crew were later informed by one of the farm owners that the place is a nature reserve (Ezemvelo Nature Reserve) which had wild animals (Leopards).
TBA	15-07-2022	ZS-PRZ	FAPN	Cessna C172N	Aviation Training Organisation	NW	0	The student filled a flight plan routing: FAGC, Potchefstroom Aerodrome (FAPS), Pilanesberg Aerodrome (FAPN) and back to FAGC. She intended to do a full landing at each of the aerodromes. Take-off and climb were uneventful however when she got to FAPS she could not see the aerodrome she contacted Johannesburg flight information service and the air traffic service officer on duty directed her to the aerodrome. The student pilot landed, called her instructor, and continued with the rest of her flight. She then took-off and flew to FAPN when she got to the boundary, she contacted FAPN Air Traffic Control (ATC) and requested inbound clearance as per flight plan. She was cleared inbound and told to report long final approach Runway 05. The ATC on duty stated that the student pilot did not report long final approach, then the aircraft was observed crashing on the left of Runway 05 in a nose down attitude. The crash alarm was activated, and the fire and rescue services proceeded to the crash site. The aircraft stopped 54m left of the runway resting on the nose and right-wing leading edge. The fire and rescue services pushed the aircraft back onto its main gears so that they can help the pilot to evacuate. During impact the nose gear, propeller blades, spinner and both strobe light covers broke off, and the left-wing tip and the right-wing leading edge were damaged.
TBA	16-07-2022	ZU-ECG	Wings Park Airfield	Cheetah	Operation of Non-type Certified Aircraft	EL	0	The pilot stated that just after being airborne when the aircraft was halfway down the runway the engine lost power. The pilot decided to land on the cross Runway 04 the aircraft landed on Runway 04 but on rolling, overshot the runway and impacted a bush. The nose wheel broke, the propeller struck the ground and the aircraft stopped. The pilot and passenger disembarked unaided. The pilot and passenger were not injured during the accident and the aircraft sustained damage to the nose wheel and propeller blades.
TBA	17-07-2022	ZU-FXJ	Wings Park Airfield	Jabiru 230	Aviation Training Organisation	EL	0	The pilot stated that on returning from the GFA he landed hard, the nose wheel broke off, the aircraft veered off to the right of the runway, the propeller struck the ground and the aircraft nosed over. The pilot disembarked without assistance. The pilot was not injured during the accident and the aircraft sustained damage to the nose wheel and propeller blades



TBA	17-07-2022	ZS-CPO	Weltevrede Aerodrome	175B (MD/DCA/11/383)	Air transport operations: Small aeroplanes	WC	0	The pilot was then informed by the booking manager that there will be another flight at 1300Z with three passengers. This was confirmed by an application on his cell phone called Team up. The passengers arrived at the aerodrome approximately 20 minutes before the flight. The pilot then issued each of the passengers with a ticket, and he then compiled the weight and balance sheet electronically (on his laptop), by asking each of the passengers their physical weights. Apart from cell phones neither of the passengers had any baggage or cameras with them. They then board the aircraft, with two passengers at the back and the other passenger was seated next to the pilot in the front right seat. Before taxiing from the hangar to the runway the pilot assessed the wind by looking at the windsock, which indicated the wind to be light and variable. He then taxied to the threshold of Runway 11 for take-off, which was the same runway he used for the earlier flight of the day. He selected one notch of wing flaps (10°) for the take-off. During the engine power checks all parameters were normal. The variable propeller (VP) was cycled three times and no anomalies were noted. According to the pilot he then commenced with the take-off roll. The aircraft rotated at approximately 65 to 70 mph. According to the pilot he can recall the airspeed to be at between 70 and 80 mph and then the stall warning sounded. The pilot can recall that the throttle was fully forward, and the engine was delivering maximum power. The aircraft then suddenly banked to the left (this was not as a result of pilot input). The pilot then recalls pushing the nose down to get some speed, but due to the fact that the aircraft had banked to the left, up slope, towards the mountainous terrain, there was no height available. He then recalls seeing the Eskom power lines in front of him, but he was unable to take any evasive action as the aircraft was to slow at that stage and any control input most probably would have aggravated the situation. The propeller then severed the power lines, and the aircraft impacted with several pine trees before coming to rest approximately 100m from a farmstead and 85m to the left of the runway centreline in an upright position facing in a northerly direction. The pilot then assisted the passenger next to him by loosening her safety harness (lap strap). The passenger suffered from a laceration to her head. She was initially attended to on the scene by the farmer's wife and was then taken to hospital in Hermanus where she received medical attention. The pilot and the other two passengers were not injured in the accident. The pilot state that he was the last person out of the aircraft as he first secured the aircraft by turning the fuel selector lever to the off position, he pulled the mixture lever and switched off the magnetos and the master switch.
TBA	18-07-2022	ZS-PSW	Zebula Airstrip	Cessna C172N	General operating and flight rules	LIMPOPO	0	The pilot stated on arrival at Zebula he flew over head the runway to inspect it and check for animals. There were no animals and no other aircraft. He then joined downwind for Runway 26 for landing. On final approach, a tower of giraffes got onto the runway and the pilot decided to go-around. He then retracted the flaps and applied full power, but the aircraft ballooned, landed hard and the right wing impacted the ground. The pilot lost directional control and the aircraft veered off to the right of the runway. The aircraft collided with the parameter fence and stopped. The fence entangled on the propeller. The pilot and passenger disembarked unaided.
TBA	19-07-2022	ZS-SDA	FAWB	CESSNA C172 P	Aviation Training Organisation	GP	0	The student pilot stated that the flight to the GFA was uneventful. She further stated that upon returning from the GFA the approach for landing was stable however on short final approach for a landing on Runway 11. She decreased the indicated airspeed from 70 knots to 65 knots. She flared then the aircraft ballooned, landed hard on the main landing gears and bounced back in the air while drifting slightly to the left. The aircraft touched down hard again and did not exit the runway. The student pilot managed to get the aircraft back on the centreline and taxied to the hangar without further incident. The pilot was not injured during the incident sequence. The aircraft sustained damage to the bottom left of the firewall. Post-accident revealed that the flaring was too high, and the wind was not favourable for the runway in use. See METAR below. The student pilot stated on the pilot questionnaire that she flared too high. According to the operator and the student pilot the cause of the accident was a tail wind as the wind direction was 330° and speed was 8 knots the student pilot in use was Runway 11. They further stated that a tail wind landing causes a slower indicated speed and gust factor.
TBA	19-07-2022	ZU-FHP	Micro Land Airfield	Cheetah XLS	Aviation Training Organisation	GP	0	The pilot stated that they flew to FATP and conducted 4 circuits and then routed back to Micro Land airfield. During a 3-point landing the tail wheel and the right main wheel broke off. The pilot and instructor were not injured during the accident and the aircraft sustained damage to the tail wheel and right main wheel.
TBA	22-07-2022	ZU-FCT	Open field near Midway drags raceway	SLING 2	Operation of Non-type Certified Aircraft	GP	0	The pilot stated that, the flight to FABS was uneventful. He conducted three touch and go circuits before routing to FAWB. During the return leg the pilot was cruising at 1 500 above ground level (AGL) with indicated airspeed of 90 knots and engine power setting of 4 800 revolutions per min (RPM). Without any warnings, the engine stopped in flight. This was followed by loss of oil and fuel pressure. There were no warning lights illuminated in the instrument panel prior to the engine quitting. The pilot conducted trouble shooting by switching between the tanks to no avail. The pilot selected an open area left of his track and conducted a forced landing. During the forced landing roll, the undercarriage broke off and one propeller blade came to contact with the ground and bent backward. The aircraft came to a stop moment thereafter. The pilot switched off electrics and vacated the aircraft unassisted.



TBA	25-07-2022	ZU-FNN	Morning Star Aerodrome	SLING 2	Operation of Non-type Certified Aircraft	WC	0	The pilot stated that, upon returning to Morning Star, the set up for landing was normal for Runway 20. The approach speed was kept at 74 knots indicated airspeed (KIAS). During short final whilst at 100 feet above ground level (AGL), he experienced a wind shear after passing over the trees which are located before the start of the Runway. The aircraft went off centre line. An attempt to re-align the aircraft with the centre line by inputs of aileron and rudder was carried out with success. After touching down, the aircraft bounced initially and came back again and bounce for the second time. During the second touchdown the nose wheel was not neutral due to rudder inputs, and the aircraft veered off to the right of the Runway and vacated the active Runway. Due to the soft ground, the nosewheel dug in and the nose gear collapsed. The propeller came in to contact with the ground before the aircraft came to a stop in a nose down attitude.
	04-07-2022	ZU-FWM	Oudtshoorn Airfield	Windlass Aquilla Trike	Aviation Training Organisation	WC	0	According to the flight instructor, before the flight, he performed a pre-flight inspection on the trike and no abnormalities were noted. The trike had about 40 litres (l) of Mogas 95 Unleaded fuel in the tank. The flight instructor made sure the student pilot was properly harnessed to his seat (rear seat) before boarding the trike and starting the engine (a four-cylinder Rotax engine). After making sure the indications were within acceptable limits in accordance with (IAW) Rotax Operator's Manual, the flight instructor taxied the aircraft to the threshold of Runway 22 and took off. The trike climbed to approximately 700 feet (ft) above ground level (AGL) and flew a circuit; this was followed by a successful landing on an asphalt Runway 22. The flight instructor reported that whilst taxiing the trike on taxiway Alpha to the apron, the square aluminium pod that supports the engine and the seats' frame broke, causing the seats to drop which then pulled the throttle to "open position" (full throttle) and jammed. The trike taxied in high-speed, and the flight instructor was unable to close the throttle because the throttle control cable that runs underneath the seats was pulled down. The flight instructor managed to steer the trike away from possible hazards and into a nearby veld. The student pilot managed to disconnect the magnetos, which cut power to the engine. The trike stopped approximately 100 metres (m) abeam the runway on the western side of the aerodrome and it sustained substantial damage to the pod.
	11-07-2022	ZS-JBO	FAWB	Cessna C172M	Aviation Training Organisation	GP	0	According to the pilot questionnaire, the pilot stated that, she proceeded with the planned flight to FARG where a touch and go on runway 16 was conducted before routing to FAPN for another touch and go on Runway 05. During the routing back to FAGC while passing overhead Ernie Els private holdings, the ATC advised her to proceed on long final approach for Runway 17. The wind picked up and pushed the aircraft to the right. Whilst overhead the threshold the pilot closed the power and felt that the aircraft height was too low. She added more power and pulled back on the control column, the aircraft nose pitched up. The pilot then tried to lower the nose and the aircraft descended quickly and impact the Runway surface hard.

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