

Aircraft Occurrences July 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	11-07-2023	ZS-ORG	Bosmanskraal Farm near Thabazimbi	Robinson R44 II	General Operating and Flight Rules	LIMPOPO	0	The pilot reported that during take-off at approximately 5 meters off the ground. There was a gust of wind, the helicopter got into a spin and the pilot could not recover. The helicopter landed hard on its skids and rolled onto its right and side before coming to rest. The pilot switched off the master and both occupants disembarked the helicopter. The helicopter sustained damage to the windshield, main rotor blades and skids.
TBA	11-07-2023	ZS-ARC	Private Farm in Malmesbury near Cape Town	S2R-H80	Agricultural Operations	WC	0	The operator reported that the aircraft was engaged in a crop spraying flight on a farm 10km South of Malmesbury. The aircraft took off at 0550Z and flew to the farm. After the first spray, approximately 27 minutes into the flight the engine failed, and the propeller feathered. The pilot executed a forced landing on a wheat field. After the aircraft stopped the pilot switched off the master and disembarked.
TBA	15-07-2023	ZS-GMD	FAOI	UFM-13 LAMBADA	Operation of Non-type Certified Aircraft	GP	1	The two eyewitnesses who were behind the hangar (watching the glider about to depart) stated that the glider taxied to Runway (RWY) 36. They were unable to see whether the glider was lining up before it commenced with the take-off as the Lapa was obstructing their line of sight. They stated that the wind was from the westerly direction at about 10 knots. They heard the sound of the engine increasing power and saw the glider in a take-off run. After a few metres, it got airborne at a very steep angle. Shortly thereafter it pitched nose down, then nose up again before the left-wing dropped. The glider then turned approximately 90° to the left in a nose-down attitude and disappeared in front of the hangar. The eyewitnesses ran for cover as the glider was approaching the position where they were standing. In the midst of that event, they heard a loud sound and they turned to look to find that the glider had crashed. Thereafter, they made their way to the glider, which was substantially damaged with the pilot trapped inside.
TBA	17-07-2023	ZS-RTN	Randfontein	R44 Raven I	General Operating and Flight Rules	GP	0	According to the pilot, he conducted a pre-flight inspection with no anomalies noted. Thereafter, they boarded the helicopter with the three passengers to engage in a private flight in the area. The pilot initially conducted a hover to complete a power check. After he was satisfied, he initiated a forward transition to continue with the flight, however, the helicopter experienced a low rotor revolutions per minute (RPM) and subsequently lost height. The helicopter contacted the ground hard with the left skid gear. It sustained damage to the left skid gear, main rotor blades, vertical tail fin. No injuries were reported. Following the occurrence, the pilot removed the skid gear before loading the helicopter on the trailer to transport it to an aircraft maintenance organisation (AMO) in Wonderboom Airfield (FAWB). The pilot was advised by the AMO to report the occurrence first before they can commence working on it.
TBA	27-07-2023	ZU-IOZ	FAHT	Savanna S	Aviation Training Organisation	LIMPOPO	0	The instructor stated that he conducted 5 dual circuits and landing on runway (RWY) 35 with the student thereafter the instructor jumped out and released the student to fly his initial solo. The instructor went and stood near the hangar and observe the take-off whilst in contact with the student



								on the handheld radio on frequency 126.40 megahertz. The take-off was uneventful, and the student conducted a circuit and lined up for final approach for RWY 35. The instructor further stated that the wind direction 340° at 5 knots. During the approach, the aircraft appeared to be stable but during the flare it appeared as if the aircraft floated for some distance before doing what looked like a 3-point landing. During landing roll, the aircraft veered off and vacated to the left of the RWY. The aircraft collided with the perimeter fence and flattened the fence before coming to a stop.
TBA	08-07-2023	ZS-HEW	Vaalkrans Game Farm near Grahamstown	269C	General Operating and Flight Rules	EC	0	The pilot reported that he took-off and climbed to 200 feet above ground level (AGL) and flew in a westerly direction for approximately 7 minutes. He was aware of the power lines that span across a valley at approximately 100ft AGL. Then he turned right towards a valley while looking down he heard the windshield collide with power lines. The pilot reported that he thought he was well above the power lines. He further stated that he might have lost some height during the turn. The powerlines broke and the pilot landed the helicopter 150m from the power lines. The pilot switched off the master and both occupants disembarked the helicopter. The helicopter sustained a cracked windshield and a bent conrod the pilot and passenger were not injured.
TBA	12-07-2023	G-XLEH	FAOR	A380-841	International Scheduled Flight	GP	0	On Wednesday evening, 12 July 2023, an Airbus A380 (BAW56) with registration G-XLEH and flight number BAW56 took off from FAOR in South Africa to Heathrow Airport (EGLL) in the United Kingdom. At 1804Z, the crew of BAW56 called MAYDAY MAYDAY MAYDAY with a request for an immediate descent to 10 000ft and to return to FAOR. Air traffic control (ATC) gave the crew an initial heading for a left downwind Runway 03L. The pilot advised that there was smoke in the cockpit and in the cabin. ATC then offered the crew Runway 21R, which the crew opted to take. The aircraft dumped fuel along the way on their return to FAOR and, thereafter, advised ATC of an 8 hours of fuel endurance. There were 24 crew members on-board and 429 passengers. The aircraft landed safely at 1840Z and the DETRESFA was cancelled with ARCC. All emergency services were advised and were on standby. Post-incident: The South African Airways Technical (SAAT) conducted the fault finding and took the relevant maintenance intervention, with the aircraft dispatched under MEL.
TBA	23-07-2023	ZS-PPB	FALA	PA28-161	Aviation Training Organisation	GP	0	According to the pilot, this was a third solo consolidation flight following the initial solo flight which was conducted on 28 June 2023. On the day of the incident the pilot had conducted three touch and go, and the incident flight was the fourth touch and go. He further stated that, the approach was stable, and the wind direction was north westerly at 13 knots (kts). During approach, there was a crosswind from the right which was compensated for by right pedal to keep the aircraft on the center line. The indicated airspeed (IAS) during approach was kept at 70 knots and when at the threshold it was reduced to 65 knots with stage 3 flaps (full flaps). After touchdown when the pilot was initiating a take-off run, during the selection of flaps (up position) the aircraft lost directional control and veered off to the left of the runway into the grass area. The pilot decided to apply brakes and stop the aircraft on the grass. The aircraft came to a stop few meters from the runway edge. The pilot had been airborne for approximately 1.5 hours. After the incident, the air traffic controller on duty (ATCO) activated the crash alarm and requested airport rescue and firefighting services (ARFFS) to attend to the aircraft in distress. The aircraft was not damaged, and the pilot sustained no injuries.

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TBA	23-07-2023	ZS-UZV	FAPY	Grob 109B	Operation of Non-type Certified Aircraft	FS	0	According to the pilot he stated that he planned a local flight in the area before returning to the airfield for touch and go. The aircraft touched down and as the pilot was preparing to take-off again, he experienced a crosswind and he corrected with left rudder pedal, and the glider was not responding as it should. The pilot decided to apply the brakes and the glider tilted forward and causing the propeller blades to touch the ground. At this point the glider was halfway on the runway with no sufficient length left to safely stop. The pilot then applied full power to take off, climb and fly a circuit before coming back to land again which was uneventful. After shutdown during a walk around the pilot noticed that the propeller blade tips were damaged. No injuries were report.
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