

Aircraft Occurrence July 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
TBU	01-07-2024	ZU-CCJ	Grootville	Windlass Aquilla	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot stated that after getting airborne he routed northeast along the beach and then started following the Umvothi river at low level. He said he noticed rising terrain and applied full power with the intention of clearing the terrain, but the engine did not respond quick enough. The aircraft dropped a wing and impacted the water and submerged
TBU	02-07-2024	ZS-FKL	8.7nm south of Alberton	7KCAB	General Operating and Flight rules	GP	0	The Flight Instructor (FI) stated that they were intending to practice circuits in a taildragger aircraft and on arrival the FI took over control to demonstrate the first circuit on runway (RWY) 02. During the landing roll the propeller struck the ground, but the FI did not stop to inspect the propeller instead he applied full power to continue with the circuits. During the initial climb, the aircraft did not gain height, and the FI attempted a precautionary landing on an open field 280m from the end of the runway. During the landing, the left main gear contacted the ground first causing the aircraft to cartwheel and damaging the undercarriage and lower airframe.
TBU	06-07-2024	ZS-OHB	FAMO	King Air 90	General Operating and Flight rules	WC	0	According to the pilot's report, the flight was intended for skydiving para troopers dropping. Take-off and drop-off were uneventful and the aircraft returned to the airfield with the pilot and the co-pilot for a full stop landing. During approach for landing on Runway (RWY) 10, the pilot inadvertently retarded the throttle control (power) below the required power curve. This resulted in the aircraft losing height rapidly as it stalled during the final phase of the landing. The aircraft contacted the RWY threshold hard and bounced whereafter the landing gears broke off and it began skidding on its belly as it veered off to the right. The aircraft continued to skid on its belly as it went onto the thick bush on the right-hand side of the runway and came to a full stop on it. The aircraft sustained substantial damage during the accident sequence to the landing gears and the belly. More damage assessment is still to be determined and will be advised in due course
TBU	15-07-2024	ZU-IEZ	2km Southwest of Bundu Fly Inn Estate	Bat Hawk LSA	Operation of Non-Type Certificated Aircraft	GP	0	he pair took off from Bundu Fly Inn Estate at 0645Z to FAWB for a private flight. While overhead Rosslyn the pilot was not happy with his radio and decided to return to Bundu Fly Inn Estate. The pair were preparing to land on Runway 27, on a long final approach overhead Bundu Inn informal settlement the pilot reduced power and the engine stopped. The aircraft started losing height rapidly and the pilot realized that they would not make it to the runway. They decided to land in an open field in the informal settlement. They executed power off landing on the open field, during the landing roll the nose landing gear collided with a rock, nosed over and came to a stop inverted.
TBU	15-07-2024	ZU-PBL	2km from FATA	Sling 4 TSi	Operation of Non-Type Certificated Aircraft	GP	0	The pilot who flew the last leg to FATA before the accident flight reported that the aircraft had 40 litres (l) of fuel in each tank. The eyewitness who is also the pilot friend observed the aircraft taking off. He reported that the aircraft was stable on take-off and the engine was 100% operational. During the climb phase at approximately 500 feet (ft) above ground level (AGL), the right-hand door opened. The pilot tried to close the door and during the process, he (the pilot) lost control of the aircraft. The aircraft banked to the right, during which it exceeded the maximum bank angle causing the migration of fuel to the wingtip, consequently, the porting of fuel from the pickup pints on the wing the wing root was compromised. This resulted in the engine stoppage due to fuel starvation. The pilot crash landed on an open space in the vicinity of an informal settlement, approximately 2 kilometres (km) from the threshold of Runway 29.



TBU	28-07-2024	ZS-IIL	RWY15 at Lebenya farm	Cessna C182N	General Operating and Flight rules	NW	0	. The pilot reported that before departing FAGC, he conducted a preflight inspection on the aircraft, and no abnormalities were noted. He later started the engine and taxied the aircraft to the threshold on Runway 35. At approximately 0700Z, he opened the throttle and commenced with the take-off run. The aircraft rotated and routed towards North West at a speed of 120 knots. Upon arrival at Lebenya farm, he noticed the windsock and it favoured Runway (RWY)15, which is gravel. At approximately 0820Z the aircraft touchdown on RWY15. During the landing roll, the pilot lost directional control of the aircraft, and it veered off to the right, subsequently it exited the runway and collided with the trees. The nose gear strut collapsed during the accident sequence which resulted in the propeller striking the ground.
TBU	31-07-2024	ZU-CKU	On the right of RWY 19 threshold FAKT;	Jabiru SP	Operation of Non-Type Certificated Aircraft	GP	0	The pilot indicated that on the first approach for Runway 01, he conducted a go-around as the approach was unstable. On the second attempt, the aircraft landed but the pilot realised that the brakes were not responding. The aircraft kept rolling and, towards the end of the runway, he turned to the right to exit (the runway) in the hope that the aircraft would come to a stop. The nose gear rolled over a ditch and the propeller struck the ground.
TBU	05-07-2024	ZU-DLU	In a remote area near Brui	Tecnam P.96 Golf	Operation of Non-Type Certificated Aircraft	NW	0	According to the pilot's report, during flight the aircraft experienced low fuel supply pressure and subsequently, the engine lost power. The pilot surveyed the surrounding area and identified a gravel road. He then aimed for a precautionary landing. During the landing roll, the pilot lost control due to the uneven surface whereafter the aircraft got scratched by side bush trees. The aircraft sustained damages to the under left-wing pitot tube, paint scratches, the empennage, and the elevator skin peeling. The pilot did not sustain any injuries during the accident sequence. The aircraft was recovered to Potchefstroom Airfield (FAPS) where a full post-occurrence technical assessment will be conducted on the fuel system and a technical report will be provided.

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