



## Aircraft Occurrences June 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	02-06-2020	Jabiru J400	ZU-SFB	WC	33°56'04.10" South 019°19'42.90" East, elevation 1 755 feet AMSL	0	It was reported that the aircraft took off from Visantekraal on a survey flight and when it did not return, the operator alerted the SAPS who initiated a search. The operator picked up a signal from the helicopter and the police were sent to investigate. The aircraft was located on a mountainous terrain having crashed and with two occupants seriously injured. They both were airlifted to the hospital.	Commercial operation of Non-Type Certificated Aircraft
TBU	03-06-2020	S2R-T34 Turbo Thrush	ZS-ORS	FS	28°14'48.18" South 028°20'06.60" East, elevation 5 533 feet AMSL	0	It was reported that the aircraft had completed 3 crop spraying flights. During take-off on the fourth crop spraying flight, the aircraft impacted a post of a parameter fence with its left gear. The ground crew advised the pilot and the pilot elected to divert to Bethlehem airport where he landed. The pilot kept the left gear high during landing until the airspeed depleted and the left gear touched the ground before the aircraft ground looping to the left and coming to a halt on the runway.	Agricultural Operations
TBU	12-06-2020	Aerotrike Spirit 2	ZU-BGU	NW	25° 46' 39.53" S 24° 11' 34.96" E, elevation 3513ft AMSL	1	It was reported to the SAPS that the pilot who is also the one of the farm owners flew the aircraft to the farm for a game counting operation. A witness told the police that the aircraft took off and plummeted back on to the ground (straight down).	Operation of Non-type Certified Aircraft
TBU	17-06-2020	Bell 206B Jet Ranger-III	ZT-RHC	GP	25° 59' 16.7" S 28° 08' 18.5" E, elevation 5215ft AMSL	2	According to witness statements, at about 1450Z the aircraft was seen coming in for landing from the Northern direction, with intentions to land on the FAGC helipad. The aircraft was reportedly seeing to fly over hangars at an approximate height of 50ft AGL and remained at the same height until the helipad, where the pilot was seen executing a quick stop; when the aircraft started continuously spinning anti-clockwise (to the left) and drifting towards the west over the hangars. After passing the hangars the aircraft started to descend while spinning and impacted the trees and crash landed with the nose of the aircraft facing the west, on New Road outside FAGC's main entrance.	General Aviation and Operating Flight Rules
TBU	15-06-2020	Piper 28-181	ZS-LON	MP	24° 47' 00" S 30° 51' 00" E, elevation 4900ft AMSL	1	It was reported that the pilot wanted to land at Grasskop Airfield and when he carried out a flypast to inspect the runway, he observed 4 persons on the runway and made a circuit for the second flypast. The flypast was carried out at a low height to scare the persons on the ground and they moved out of the runway to the left. The aircraft completed a second circuit and landed. During a landing roll, the left wing impacted one of the four persons as they were walking close to the runway edge with their backs to the landing aircraft.	General Aviation and Operating Flight Rules
TBU	20-06-2020	Raptor	ZU-AVV	LIMPOPO	S24°23' 33.9" E029°00'49.1". Elevation 3780 feet	0	It was reported that the aircraft did not have a positive climb after rotation and drifted to the right before it impacted a tree and crashing.	Operation of Non-type Certified Aircraft
TBU	23-06-2020	Robinson R22	ZT-REF	GP	S25°39'.00.0" E028°13'00.0". Elevation 4095 feet	0	It was reported that pilot was conducting autorotation landing training when the accident occurred. They initiated an autorotation landing at 5000' AGL and during the exercise, the engine low oil pressure warning light illuminated and was followed by an engine stoppage. The pilots allowed the main rotor RPM to reduce to 50% resulting on the helicopter landing hard before rolling to its left.	Commercial air transport and general aviation operations: Helicopters
TBU	05-06-2020	Piper PA 28	ZS-MTU	EC	S33°33'18.80" E26°52'42.47"	0	It was reported that the student pilot was on a take-off run when on rotation whilst the aircraft speed was 40-50mph he realised that the speed was low and aborted the take off. During that time, he lost directional control of the aircraft and it veered to the left of the runway onto long grass. The pilot further reported that he did not have sufficient forward visibility when he started his take off run due to mist on the windshield and the sun shining on his eyes.	Aviation Training Organisation