

### Aircraft Occurrences June 2021

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 | A/C Reg | Area of Occ                           | Province | Type of A/C             | Type of Operation                           | Fatalities | Circumstances   |
|------|-------------|---------|---------------------------------------|----------|-------------------------|---|------------|---|
| TBA  | 01-06-21    | ZS-RVD  | Middelwater Farm                      | NC       | Schweizer H269C         | Agricultural Operations                     | 0          | It was reported that a pilot and a crew member took off from FATP for game counting (newspapers reported that they were doing buffalo) operations at Middelwater Farm. The operation was conducted with doors removed. During the operation the pilot was busy with manoeuvres when the crew member's seat belt accidentally opened, and the person fell out of the helicopter at approximately 50ft whilst it was flying at 5kts   |
| TBA  | 02-06-21    | ZU-BJY  | FAGC                                  | GP       | Tecnam P9 Echo          | Aviation Training Organisation              | 0          | It was reported that an instructor and student were doing circuit training at FAGC. They were on their sixth circuit and landing exercise when they came in for a landing on Runway 11 and the left main landing gear collapsed/failed. The left wing contacted the ground and the aircraft veered off to the left and came to rest.  |
| TBA  | 09-06-21    | ZS-OFU  | FAGM                                  | GP       | Cessna 172N             | Aviation Training Organisation              | 0          | The pilot reported that, the aircraft was on final approach Runway 35 at Rand airport (FAGM) when the aircraft started sinking fast. He further stated that he was monitoring the airspeed and the pitch. He then pulled the control column back before hearing the stall warning. The aircraft ballooned and he tried to correct the ballooning by pulling back the control column, but the aircraft bounced on the runway. He further reported that, he failed to catch the aircraft with power, and it bounced again before touching down on the nose wheel and it got damaged. The aircraft stopped on the runway |
| TBA  | 16-06-21    | ZU-KGV  | FAPY                                  | FS       | Flight Design GMBH CTSW | Operation of Non-type Certified Aircraft    | 0          | The pilot reported that on short finals for landing on runway 06 he experienced a windshear. Just after touching down, he lost directional control of the aircraft and it veered to the left of runway 06 before it comes to a halt approximately 23m off the runway.   |
| TBA  | 16-06-21    | ZS-OIK  | FAVG                                  | KZN      | Piper PA-46-350p        | General Aviation and Operating Flight Rules | 0          | On Wednesday 16 June 2021 the pilot accompanied by a passenger took off from Virginia Aerodrome (FAVG) with the intentions to land at Rand Aerodrome (FAGM). The pilot reported that during take-off on runway 23 he had a turbo power. He did not have enough power for take-off, and he elected to abort the take-off as a result the aircraft overshot the runway and came to a halt approximately 35m from the runway threshold.  |
| TBA  | 16-06-21    | ZU-ENP  | FAMG                                  | KZN      | Savannah MXP-740V       | Operation of Non-type Certified Aircraft    | 0          | The pilot reported that 10 minutes into the flight the aircraft experienced a loss of oil pressure, he elected to execute a forced landing near the beach. During landing the propeller struck the ground and the nose wheel collapsed.   |
| TBA  | 19-06-21    | ZU-RBM  | Stellenbosch airfield to Morning Star | WC       | Cavalon                 | Operation of Non-type Certified Aircraft    | 0          | At 1250Z in the afternoon ZU-RBM lined up on runway 19 for a take-off to Morning Star, approximately 7 seconds into take-off roll, the gyrocopter could be seen on video losing control before lift-off. The gyrocopter suffered minor damages (coned up rotor blades) and the pilot was not injured. The pilot indicated that he made an error in initiating take-off. He was worried that the runway is uphill and released the gyro's rotor brake too early. He said the lift off speed is 64mph, but he was not sure what speed the gyro was at before loss of control.   |
| TBA  | 20-06-21    | ZS-NFI  | Brits                                 | NW       | Bonanza A36             | General Aviation and Operating Flight Rules | 0          | The pilot indicated that the aircraft was not accelerating as expected but the aircraft managed to reach 80 mph and he rotated the aircraft. At approximately 30 to 50 feet the aircraft started to lose lift and he decided land   |



|     |          |        |                              |     |   |   |   |   |
|-----|----------|--------|------------------------------|-----|---|---|---|---|
|     |          |        |                              |     |   |   |   | back on the private strip to avoid stalling, but the aircraft had reached the end of the strip and could not stop in time. The aircraft's left wing impacted a tree and it ground-looped 180° and came to a stop.   |
| TBA | 06-06-21 | ZS-VYM | Sedgefield                   | WC  | UC-61K Argus III (24R-46A) (Army Model) | Operation of Non-type Certified Aircraft    | 0 | The aircraft took-off from FATA en-route to FAGG in formation with another aircraft (ZS-JIP). Both aircraft stopped at New Tempe Airfield (FATP) to refuel and thereafter continue to fly to George Airport. About 619 km (332 NM) into the flight from FATP, the pilot of ZS-VYM heard the engine run rough and the engine had a slight loss of power and he decided to execute a precautionary landing on an open field about 14 km away from Leppan Airfield.  |
| TBA | 10-06-21 | ZS-NDN | FAWB                         | GP  | Piper 31-350                            | General Aviation and Operating Flight Rules | 0 | he pilot stated that, during the take-off roll, the aircraft could not rotate, as the control column could not be pulled back far enough for the aircraft to rotate. As soon as the pilot realised that the aircraft could not rotate, he decided to abort take-off, he decreased power to idle and applied brakes. When pilot determined that the aircraft would not stop on time to avoid overshooting the runway, he then switched the engines off to avoiding damage and the aircraft overshot the runway. Once the aircraft came to a stop approximately 100m from the threshold of Runway 11, the pilot noticed a small fire coming from the main landing gear. After disembarking the aircraft, he saw that the dry grass around the aircraft had caught fire. |
| TBA | 13-06-21 | ZU-TGH | Inungi farm                  | KZN | Jabiru J170                             | Operation of Non-type Certified Aircraft    | 0 | he pilot reported that the first circuit was uneventful followed by a smooth touch and go landing on Runway 34. After the second circuit flight during the landing roll on the same runway, he experienced a right cross wind component of approximately 6 knots and the aircraft veered to the left of the runway. The pilot could not stop the aircraft on time and the nose wheel entered a ditch which was situated approximately 3m off the grass runway. The nose strut as a result broke off and the propeller struck the ground.  |
| TBA | 11-06-21 | ZS-PLU | Kagga Karma private airstrip | WC  | C152                                    | General Aviation and Operating Flight Rules | 0 | On Wednesday 11 June 2021 the pilot accompanied by a passenger was taxiing towards holding point of runway 36. The pilot reported that during taxi on a gravel taxi way the propeller struck a stone. He immediately shutdown the aircraft and pushed it to the parking area.   |

083 461 4887

[aiidinbox@caa.co.za](mailto:aiidinbox@caa.co.za)

Last date of update: 12 July 2021