

Aircraft Occurrences June 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	01-06-2022	ZS-WAP	R44 and Winery Road intersection	PA-28R-200	Aviation Training Organisation & Air transport operations	WC	0	The pilot reported that they took off from Runway 19 at FASH for circuit training and, at 300 feet above ground level (AGL), the engine began to splutter. The student pilot reduced the manifold pressure to 25 inches, but the engine continued to splutter. The instructor then pushed the throttle to full power, but the engine continued to splutter and, thereafter, began to descend. The instructor spotted R44 ahead of them and prepared for an emergency landing. At 50ft AGL whilst the engine was running at partial power, the instructor noted that most vehicles had made way for them to land. They spotted one vehicle in their landing path and took the decision to land to the left to avoid collision with the vehicle. The aircraft impacted a road sign with the left wing, severing a part of it, thereafter, impacted the road nose down, causing the nose and right undercarriage to collapse. The aircraft skidded on the road for a few metres, made an about-turn before it came to a stop.
TBA	03-06-2022	2-EELY	FAHT	Cessna 206	General operating and flight rules	MP	0	The pilot, the sole occupant, was returning from Hoedspruit Civil Aerodrome (FAHT) where she was refuelling the aircraft. During the landing roll, the aircraft failed to break due to a separated brake line. The aircraft overran the runway and finally came to stop against a tree. The damages were limited to the right wing and the propeller. The pilot was not injured. Although the pilot reported that the brake pipe separated, evidence/post-accident inspection shows that the pipe snapped/broke.
TBA	05-06-2022	ZU-RFE	FAGM	Alouette III	Operation of Non-type Certified Aircraft	MP	0	A pilot was on board an Alouette III helicopter on a local flight from Vaal River to Rand aerodrome (FAGM) via the Mittal corridor in a northerly direction. The flight was conducted under Part 91 of the Civil Aviation Regulations of 2011 as amended and under Visual Meteorological Conditions (VMC) by day. The pilot stated that he took off at 15:00Z and approximately seven minutes into the flight almost all warning lights came on and the engine stopped. At that time, he was above a built-up area and decided to rather aim for an empty space on his left for autorotation. When the helicopter passed over the power lines, it started yawing to the left and pitched up. The pilot lost control of the helicopter and it crashed into a ditch.
TBA	02-06-2022	ZU-JXF	Orange Farm Airfield	Bushbaby Safari	Aviation Training Organisation & Air transport operations	GP	0	The instructor pilot reported that they lined up to land on runway 01 for a simulated emergency landing with the student pilot on controls. The student pilot came in too high with the flare and the instructor, instructed the student to initiate a go-around. The aircraft started to pitch up, together with a sudden crosswind from the left, which caused the student pilot to lose control. The instructor took back controls, but it was too late as the aircraft had stalled, descended, and impacted the ground nose down and the propeller struck the ground. The aircraft veered to the right of the runway, about turned, and came to a stop.
TBA	11-06-2022	ZU-IBX	Bingelela Airstrip	Van's RV9	Operation of Non-type Certified Aircraft	KZN	0	According to the pilot, during approach for landing on RWY 33 at Bingelela Airstrip, he realised that the runway was too short, and the aircraft was too fast; he then elected to abort landing and opted to execute a go-around. The pilot stated that while flying in the direction of the mountain during a go-around, he noticed that the aircraft was not climbing optimally, and was, therefore, unable to clear (fly over) the mountain. This resulted in the aircraft crash-landing on the mountain.



TBA	12-06-2022	ZS-GUJ	Cape Gliding Club Airfield in Worcester	Glaser-Dirks DG-500M	General operating and flight rules	WC	0	The pilot reported that after rotation at approximately 50 feet above ground level (AGL) a gust of wind blew the glider to the, resulting in the pilot losing control. The glider entered an uncontrolled turn on the right of the runway and crash-landed approximately 70 metres (m) from the runway edge. The aircraft was substantially damaged; however, the occupants were not injured during the accident sequence; they disembarked the aircraft unassisted. Post-accident interview: The pilot reported that he did not anticipate the gust of wind and hence was not able to compensate for the loss of control caused by the wind. Cause known: Loss of control during take-off due to a gust of crosswind which caused the glider to land on the right-side of the runway.
TBA	16-06-2022	ZU-EZJ	Klipriver Airfield	Bush cat Z194	Aviation Training Organisation & Air transport operations	GP	0	The instructor stated that the student pilot was on his last part of his test. The aircraft had taken-off without any incident from Klipriver Airfield and has performed well during the exercises. Good weather conditions prevailed at the time of the flight. The duo carried on with upper air work exercises. Later, the instructor informed the student pilot that they were going to conduct a precautionary runway inspection on Runway 25. During the inspection flight, the instructor applied power on the throttle on his side and he noticed that it was not responding (jammed). The instructor then requested that the student pilot apply power on his throttle; there was still no response after throttle application. The aircraft's engine power was just above idle. The instructor tried to troubleshoot the problem but without success; the aircraft was losing height. The instructor executed a forced landing on the left-side of the runway. The aircraft sustained substantial damages, whilst the instructor and the student were unharmed. Post-accident: The approved person (AP) who was also the Designated Examiner (DE) on the day informed the investigator that on 21 June 2022, he simulated the jammed throttle with the owner in the hangar. It seemed that the throttle got jammed due to the student pilot's hand being on the throttle whilst he tried to apply power. Further inspection will take place with all the panels off.
TBA	15-06-2022	ZS-STV	FAGC	Cessna C172M	Aviation Training Organisation & Air transport operations	GP	0	According to the student pilot good weather conditions prevailed at the time of the flight. Take-off from Runway 17 was uneventful, and the aircraft climbed to the circuit altitude. Before turning for finals, the student pilot broadcasted his intentions to FAGC air traffic controller (ATC). After receiving clearance from the ATC, the student pilot turned finals and continued with the approach. The student pilot reported that during the landing, he thought that the main wheels I had already settled on the runway surface, but that was not the case. As a result, he released the back pressure and the aircraft's nose gear/wheel impacted the ground hard first and broke. That resulted in the propeller blades striking the ground. The aircraft slid on the nose before coming to a stop on the runway.
TBA	18-06-2022	ZU-EXK	Bundu Airfield	Topaz KR 030	Operation of Non-type Certified Aircraft	GP	0	The pilot stated that he lined up on Runway 27 and started his ground roll for the take-off. After approximately three metres, the pilot lost directional control of the aircraft and veered off to the left-side of the runway. The aircraft came to a stop next to a perimeter fence. The pilot was not injured, and the aircraft sustained damage on the right main undercarriage, which broke off, and the right wing that hit the ground. Post-accident: The steering link failed and bent when the aircraft turned on the runway, resulting in the runway excursion.
TBA	18-06-2022	ZU-INW	Rietfontein Airstrip	Sling 4	Operation of Non-type Certified Aircraft	MP	0	The pilot stated that the flight was uneventful from FANS. The pilot lined up on Runway 03 at Rietfontein Airstrip with flaps set at 20 degrees. The aircraft bounced twice after landing, causing the nose wheel to break. The aircraft sustained substantial damage to the nose landing gear, sheet metal on the belly, cowling and the propeller.



TBA	19-06-2022	ZS-SYA	FALA	Cessna C172M	General operating and flight rules	GP	0	On Sunday, 19 June 2022, a pilot and a passenger on-board a Cessna 172 aircraft with registration ZS-SYA departed on a cross country flight from Lanseria International Aerodrome (FALA), Gauteng province, with the intention to return to FALA. Upon their return to FALA, the pilot requested to conduct touch-and-go landing. The tower at FALA cleared the pilot for Runway 07. The pilot landed and, on take-off while the aircraft was still low over the runway, the pilot reported an engine power loss to the tower. The pilot then executed an emergency landing and stopped in the long grass in the aerodrome. The aircraft sustained a tyre puncture.
TBA	25-06-2022	ZU-WCG	Essenwood farm	Sling 2	Aviation Training Organisation & Air transport operations	EC	2	According to the Chief Flight Instructor (CFI), the flight was supposed to be a two-hour flight, no flight plan was filed for the flight, the aircraft had 7 hours fuel endurance onboard, at approximately 1745Z it was cleared to take off from FAPE, flying below the controlled airspace, tracked by Radar controller. At approximately 1851Z, while returning to the aerodrome, it disappeared from the Radar. DETRESFA was activated, the Search and Rescue as well as the South African Police Services (SAPS) dispatched to the area. The search was conducted until the morning of 26 June 2022, with no success of locating the missing aircraft. At approximately 0500Z a BK117 (Military helicopter) with spotters onboard was dispatched to the area and at approximately 0640Z the aircraft was located, and it was found crashed in bushy terrain approximately 30 miles from FAPE.
TBA	26-06-2022	ZU-EZK	Mokopane Aerodrome	Toupaz	Operation of Non-type Certified Aircraft	LIMPOPO	0	According to the reporter, the aircraft took off uneventfully and during climb, it appeared as if the aircraft stalled, and while in the process of losing height it impacted with the power lines. According to Garmin that was installed on the aircraft, it showed that the flight lasted approximately 6 minutes and 5 kilometres from the aerodrome. The occupants were transported to the hospital, the pilot with serious injuries and passenger for observation.
TBA	28-06-2022	ZS-LSC	Swellendam	PA-180 Cherokee	Aviation Training Organisation & Air transport operations	WC	0	The instructor reported that preflight check was done, and no anomalies was found, and the aircraft was refuelled with 50 gallons of fuel. At 1400Z the aircraft was cleared for take-off and flew for one hour and thirty minutes with no anomalies with the aircraft. During final approach to FACT, they noticed an engine oil pressure dropped, the oil temperature raised they also saw the smoke billowing from the engine followed by several loud bangs from the engine and I stopped. She took control of the aircraft decided to perform a forced landing in an open space ahead.
TBA	29-06-2022	ZS-MBY	FAGC	Piper PA-34	General operating and flight rules	GP	0	The instructor reported that they were doing circuits from runway 17. They had three greens on approach, however the landing gear collapsed after touchdown. No unsafe gear warning horn was heard.

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