

Aircraft Occurrences June 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	03-06-2023	ZU-BMD	FAPY	Cessna 185A	Operation of Non-type Certified Aircraft	FS	0	The pilot stated that he approached Runway 06 at FAPY at 70 knots and touched down successfully with the main landing wheels. Whilst the tail wheel was still in the air and power on idle, a gust of wind caused the aircraft to weathercock to the left of the centreline. He immediately applied full right rudder with no effect. The aircraft veered further to the left and came to a halt nose touching the ground and tail high, which caused the propeller and the spinner to impact the ground.
TBA	03-06-2023	ZS-EDI	Bona-Bona Airstrip near Wolmaransstad	Cessna 172F	General Operating and Flight Rules	NW	0	The pilot reported that they approached Runway 35 at Bona-Bona Airstrip at 65 knots, and, on touchdown, a left crosswind caused the aircraft to veer off to the right and onto the grass next to the runway. The pilot applied power to execute a go-around and the aircraft bounced back into the air. The pilot lost control of the aircraft as it yawed to the left towards a fence on the left of the runway. The nose undercarriage was severed as the aircraft impacted the fence and then the ground, hard.
TBA	07-06-2023	ZS-MVI	Welkom Airport (FAWM)	Cessna T210M	General Operating and Flight Rules	FS	0	The pilot stated that he flew over the Airstrip twice to observe the condition of the gravel runway before committing to land. He then approached the runway and touched down safely. During the ground roll, at approximately 400m from the threshold, the aircraft impacted a fence/gate that runs across the runway. Note: The gate is opened for arriving aircraft but usually left closed for cattle in the vicinity. The barbs of the fence got entangled with the spinning propeller and damaged the wings and empennage.
TBA	08-06-2023	ZU-IXD	Kruger National Park	Bat Hawk R	Agricultural Operations	MP	0	According to the pilot, he departed Lethaba private airstrip with 100 litres of fuel, for ariel patrol within the Kruger Nature Reserve. Fifteen minutes into the flight, the pilot noticed a clear liquid leaking from the left wing of the aircraft. On suspicion that the liquid might have been fuel, the pilot decided to perform a precautionary landing on a gravel road about 10NM due West of Lethaba airstrip. Forty (40) meters into the landing roll, the aircraft impacted a tree with the right wingtip and ground looped resulting in an impact with another tree.
TBA	09-06-2023	ZS-IIN	Tzaneen	Cessna C182N	Agricultural Operations	LIMPOPO	0	According to the pilot, during the take-off run the aircraft prematurely came to be airborne and a stall warning came on (the airstrip has an undulating/rolling landscape with a grass runway). The pilot decided to abort take off and land the aircraft. Due to insufficient runway the aircraft rolled over the runway end and over a road that runs perpendicular beyond the runway.
TBA	13-06-2023	ZS-HXU	FAGC	Robinson R22	Aviation Training Organisation	GP	0	The instructor stated that at 0950Z, they had completed three normal circuits. They then requested to perform autorotation from FAGC tower for the fourth circuit. FAGC tower granted them permission and they initiated the autorotation at 700 feet AGL. The instructor stated that at 150 feet AGL, the student pilot added power to recover but the engine did not respond. The instructor realised that the engine had stopped; he tried restarting the engine but did not have sufficient time. The helicopter lost height rapidly and crashed on Taxiway 17. The instructor and student pilot were not injured. The helicopter sustained substantial damage. The investigation team dispatched to the site and, with the assistance of the AMO, recovered the helicopter. The engine was tested, and it operated satisfactorily whilst still in the airframe with the main rotor blades removed and the clutch disengaged. In an interview with the crew, it was found that the engine stoppage was due to possible carburettor icing. The temperature at the time of the occurrence was 7°C and dew point was 1°C. The dew point depression of 6°C gives a 65% relative humidity which results in serious icing probability in any power setting. The crew also stated that the carburettor heat knob/switch was off during the autorotation practise. According to the R22 POH, carburettor heat switch must always be during autorotation and when power setting is below 18 inches of mercury. The



								instructor, who was the pilot monitoring the instruments during this flight, stated that the power setting was between 14- 15 inches of mercury.
TBA	19-06-2023	ZS-LXE	FAGC	Cessna C172 k	Aviation Training Organisation	GP	0	The student pilot reported that he turned to the crosswind after take-off and levelled at 6300 feet, then turned on to downwind and carried out the downwind checks. The student pilot then turned base and, when the traffic ahead of him landed, he turned to final approach. The student pilot stated that he was high and brought the aircraft lower and lined up with the extended centre line. The aircraft had 30 degrees of flaps set and, when the aircraft was closer to the runway, there was a gust of wind which drifted the aircraft to the right. The pilot tried to correct by going nose down, but the wind subsided, and the aircraft lost height rapidly and impacted the runway with the propeller and nose landing gear first; the right wing contacted the ground thereafter. The aircraft sustained substantial damage, and the pilot was not injured. The investigation team dispatched to the ATO post the accident and were shown the aircraft which had substantial damage. The team was informed that a technical report will be provided. They were also informed that following the accident, the student pilot was debriefed and has since been grounded to allow the student to calm down before the remedial action is started and a check flight conducted before resuming with the training.
TBA	23-06-2023	ZS-IIA	FAVG	182N Skylane	General Operating and Flight Rules	KZN	0	The pilot reported that after touch down (into wind) on Runway 17 at Eva's Airfield with the flaps extended to the landing configuration, he applied firm braking, however, he was closing in on the end of the runway and, thus, applied maximum braking. The aircraft only came to a stop about 80 metres (m) on the grass beyond the end of the runway. The aircraft collided with the airfield parameter fence and sustained substantial damage to the lower engine cowling, the aft-fuselage, right-side area and the right-side flap. The pilot and the passenger disembarked from the aircraft unharmed and unassisted. Post-accident examination/ testing of the brakes by the Aircraft Maintenance Engineers (AMEs) indicated nothing abnormal. The pilot seemed to have landed the aircraft too deep at high-speed and over-ran the runway.
TBA	21-06-2023	ZS-TFH	FANS	AT-802A	Agricultural Operations	MP	1	It was reported that the aircraft successfully dropped its first water load on the left flank of the fire and returned to the activated runway to refill the hopper with water. The aircraft then took off and lined up for its second water drop, but this time on the right flank of the fire as required. Later, a spotter pilot (flying in another aircraft) advised that he had seen the aircraft impacting the ground hard before it burst into flames during the water drop.
TBA	29-06-2023	ZS-OKV	FABB	PA-22-108 Colt	Aviation Training Organisation	GP	0	According to the pilot, he conducted a pre-flight inspection before the flight and noted no anomalies. The pilot later boarded the aircraft and started the engine. After a while the pilot opened the throttle to the maximum power and took off from Runway 18. The pilot flew to the Ergo Slimes Dam in Brakpan before returning to the airfield. The pilot reported that upon returning to FABB and whilst on final approach for Runway 36, travelling at a speed of 80 knots (kts), he noticed that the glide approach was high. The pilot reduced the power and tried to correct the glide angle, but the aircraft landed deep on the runway. During touchdown, the aircraft bounced and when the wheels touched down again, the pilot lost directional control of the aircraft and it veered off to the right of the runway. The aircraft came to a stop on the grass on the right of the runway. During the sequence of events, the nose landing gear strut collapsed, and the right wing and the propeller blades contacted the ground.
TBA	03-06-2023	ZU-FKA	FALA	Savannah XL V6	Operation of Non-type Certified Aircraft	GP	0	The pilot stated that he approached for landing at the private airstrip from the south and the wind was calm. On touch down, he lost control of the aircraft and the aircraft veered to the left onto the bushy terrain next to the runway.

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TBA	30-06-2023	ZS-OVY	FAPE	PA28-161	Aviation Training Organisation	EC	0	The flight instructor reported that whilst overhead Grahamstown northern suburbs and climbing passed 4200' altitude (+2000') above ground level (AGL), a loud bang was heard in the cockpit and the engine revolutions per minute (rpm) dropped drastically; and the airframe shook. The instructor took control of the aircraft. The FAGT Runway 34 to his right and in sight. The instructor then positioned the aircraft for a forced landing. A safe forced landing was carried out on Runway 34. The aircraft stopped on the centreline approximately ¾ down the runway. The aircraft did not sustain any damage, and no injuries were reported. Post-incident, the instructor opened the engine cowlings and noticed that the left cylinder head was damaged, and the oil was dripping on the floor.
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Last date of update: 9 July 2023