



## Aircraft Occurrences March 2018

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.

Accident ref	Date of Occ	Aircraft Type	Registration	Province	Area of Occurrence	Fatalities	Circumstances	Type of Operation
CA18/2/3/9689	1-Mar-18	Savannah S	ZU-KAH	LIMPOPO	20 miles from SA Wildlife College	0	According to the pilot, the aircraft experienced a total loss of power and subsequently stopped. The pilot attempted to restart the engine, but without success, and subsequently declared an emergency.	commercial
CA18/2/3/9690	2-Mar-18	RAF 2000	ZU-RLK	LIMPOPO	Near All Days Airstrip	0	According to the pilot, he was at low level and had been flying for 15 minutes when all instruments failed. The engine was running and he decided to land on an empty road to figure out the source of the problem. The pilot indicated that since the instruments were not functioning he was unable to determine the speed and height	Private
CA18/3/2/1199	4-Mar-18	Piper 28	ZS-FWN	EC	Runway 11, East London Airport	0	During a landing roll, the aircraft's nose wheel axil assembly broke resulting in the aircraft losing directional control. The aircraft exited the runway and nosed over before coming to a stop next to the runway.	Training
CA18/2/3/9696	4-Mar-18	Windlass	ZU-CUU	NW	Koster,Private Airstrip	0	The pilot took off from a private airstrip on his farm and flew approximately 30min. He was then performing a low level flyby at the airstrip when he was struck in the face by a bird which disorientated him and he attempted to land immediately	Private
CA18/2/3/9692	10-Mar-18	VL 3C-3	ZS-FJI	WC	Morningstar Airfield	0	On final approach at a speed of 50-55 knots, the aircraft experienced a cross-wind on the left hand side which caused the aircraft to turn left. The pilot then applied opposite rudder as corrective action and at that time the aircraft was very low already and it was just about to touchdown before the threshold.	Private
CA18/2/3/9691	13-Mar-18	R 22	ZS-RNW	GP	JHB South Special rules area	0	According to the student: on their way back to FAGM they were cruising at 1000ft AGL and when they reached Johannesburg South Special rules area boundary the instructor was busy changing frequencies when the helicopter started losing altitude rapidly.	Training
CA18/2/3/9693	17-Mar-18	Jabiru	ZU-ZAN	WC	Morning Star Airfield	0	The pilot stated that the second approach was stable and flare was more controlled but when the main gear touched the ground the left hand side gear runway followed by the right main gear collapsing and the propeller hitting the ground.	Private
CA18/2/3/1201	19-Mar-18	Robinson R22	ZS-HAI	FS	New Tempe Aerodrome	0	While the pilot was performing his hover checks he heard a loud from the rear and the helicopter started to yaw to the left and descend. He immediately lowered the collective pitch lever and after the helicopter was on the ground he closed the throttle. He then observed several parts lying on the apron where after he shut down the helicopter and disembarked to assess the damage. It was found that the fan assembly had failed.	Private



CA18/3/2/1200	24-Mar-18	Sportsman	ZS-TAU	GP	FASY	0	When approaching from the South the pilot communicated with another aircraft regarding runway in use. Grass runway 21 was in use. The pilot then called 5 miles out, then right downwind for 21 and then on final for 21. An aircraft (ZS-OAK) then reported taking off from runway 31 that had not made any previous radio calls. The pilot got distracted and bled his speed off and subsequently landed a few meters short of the runway.	Private
CA18/3/2/1202	26-Mar-18	King Air 200	ZS-KGW	GP	FAWB Runway 11	0	The pilot reported that on the approach the landing gear did not extend. They executed a missed approach and opted to circle outside the airspace and attempted to lower the gear. The emergency landing gear extension procedure was followed but the landing gear still did not lower. The pilot then opted to return to FAWB and proceeded with a gear up landing on the runway 11 where emergency services were waiting. The engines were shut down prior to landing.	Private

083 461 4887

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

Last date of update: 03 April 2018