

**Aircraft Occurrences March 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	03-03-2023	ZT-YHM	AECI Modderfontein	Mavic 2 Enterprise Advanced	Remotely Piloted Aircraft System	GP	0	The pilot reported that he took off at approximately 2200Z with 99% battery available. He then commenced the standard flight inspection. The RPA climbed to the normal operating height and, once it was safe and level, he kept moving the RAP forward whilst climbing to the area of interest. The pilot noticed a 'Not enough Force/ Electronic Speed Controllers (ESC) error 1 minute and 20 seconds into the flight. The notification then disappeared. He then continued with normal flight. Later, the RPA experienced high wind velocity warnings. Three minutes and 30 seconds into the flight, the pilot had another warning that the RPA was rolling sharply to the right, this was followed by another warning that one of the rotor blades was malfunctioning. The RPA entered a spiral followed by an emergency landing mode. The pilot attempted to regain control, but the RPA crashed to the ground
TBA	04-03-2023	ZS-DPN	FAVV	PA 28-180	General Operating and Flight Rules	GP	0	On 4 March 2023, a Piper 28- 180 with registration ZS-DPN was engaged in an hour building flight with a pilot and a passenger on-board. Visual meteorological conditions (VMC) by day prevailed at the time of the flight. The flight was conducted under visual flight rules (VFR) and under the provisions of Part 91 of the Civil Aviation Regulations 2011 as amended. The flight from FABB was uneventful, however, after touchdown on Runway 03 at FAVV, the pilot lost control of the aircraft and overcorrected. This resulted in the aircraft veering off to the right of the runway. The aircraft came to rest on the grass. The aircraft sustained damage to the left-wing leading edge and bottom engine cowling; also, the wheel assembly broke off.
TBA	06-03-2023	ZS-LEK	Swartfontein	Ayres S2R-T34	Agricultural Operations	FS	1	On 06 March 2023, a pilot on-board an Ayres S2R-T34 aircraft, with registration mark ZS-LEK, was conducting crop-spraying detail at Farm-Maria in Swartfontein, Free State Province. During the operation the pilot had maintained radio communication, which was standard procedure, with another pilot operating an Ayres S2R T34 aircraft with registration mark ZS-ARC (from the same operator), who was operating at another farm, 2 nautical miles away. According to the operator, the pilot of ZS-LEK uploaded the first and second chemical loads at 0645Z and 0715Z, respectively, which were used to spray at another farm. A load for these aircraft types covers 50 hectares and it usually takes about 30 minutes per load. It was further reported that, the pilot uploaded the third load, which was for Farm-Maria at 0755Z. Around 0840Z, the chemical agent (responsible for reloading the chemical) contacted both pilots and asked where the ZS-LEK aircraft was as it has not returned for the fourth load and was to be the last uplift of the day. With no response from the pilot of ZS-LEK, the pilot of ZS-ARC flew in the direction where the ZS-LEK was last spotted and saw a high cloud of black smoke, he diverted to the Smalpunt Airstrip (7.5 kilometres away) and drove back to the accident site with a vehicle. On arrival at the accident site, the aircraft was found in an inverted attitude and had been consumed by fire. On inspection of the wreckage, an earth conductor (top wire) of high-tension electrical cables was still attached to the right landing gear.
TBA	10-03-2023	ZS-FOH	FALA	PA28-140	Aviation Training Organisation	GP	0	On 10 March 2023, a student pilot (SP) was on board a Piper Cherokee PA28 with registration ZS-FOH. This was a training flight from Lanseria International Airport (FALA) to the general flying area (GFA) and back to the same airport. The SP stated that Runway (RWY) 07 was used. The SP taxied the aircraft to the holding point of RWY 07. She was given a take-off clearance and she applied power to initiate the take-off roll along the runway. When the aircraft reached take-off speed of around 60 & 65 kts the SP pulled back on the yoke and the aircraft lifted off the ground. According to the SP, the aircraft stopped gaining height and could not understand what was happening. The aircraft lost lift and impacted the runway hard, it veered to the right and came to stop on the edge of the runway. The SP



								was not injured, and the aircraft sustained damages to the undercarriage, propeller, and the right-hand wing. Cause: The SP rotated before reaching the rotation speed Injuries: None
TBA	28-03-2023	ZS-JNN	Scottsdale Wastewater Treatment Works	PA-28-140	Aviation Training Organisation	WC	0	On 28 March 2023, a flight instructor and student pilot took off from Cape Town International Airport (FACT), Western Cape province for a circuit training flight at Cape Winelands airfield, with the intention of returning to Cape Town International Airport. The flight was conducted under Part 141 of the Civil Aviation Regulations of 2011 as amended and under Visual Flight Rules (VFR) by day. On returning from Cape Winelands airfield, they contacted FACT ATC, joined the circuit, and requested permission to land. After receiving clearance from ATC, with the student pilot in control reported that while on left down-wind, the engine suddenly stopped. The instructor then took over control of the aircraft and attempted to restart the engine, the engine re-started, spluttered briefly and stopped shortly thereafter. The instructor shut off the engine and fuel controls and started to look for a suitable area to perform an emergency landing on. After identifying an area that appeared to be level, the instructor glided the aircraft to the identified open field, but the aircraft was still too high and fast. The aircraft touched down on an open grass area in a Wastewater Treatment plant bounced and impacted an embankment with the right wing first, the nose landing gear and right wing broke off on impact. The aircraft spun around and came to a stop on the embankment.
TBA	29-03-2023	ZU-WDN	FAPS	Vans RV-8	Operation of Non-type Certified Aircraft	NW	0	A pilot and passenger on board a RV 8 aircraft took off on a private flight from Gariep Dam Airport (FAHV) to Potchefstroom Airport (FAPS). According to the pilot, during landing roll on runway 03 at FAPS, the pilot experienced a gusty cross wind between hangars which caused an uncontrollable ground loop resulting in the aircraft veering off to the right of the runway.
TBA	08-03-2023	ZT-RHB	Barnstormers Model Flying Club	R66	General Operating and Flight Rules	GP	0	On Thursday evening 8 March 2023, a Robinson R66 helicopter with registration ZT-RHB was engaged in a private flight from FAWI with intention to land at Ultimate Heliport. Visual meteorological conditions (VMC) by night prevailed and the flight was conducted, under beyond visual flight rules (VFR) and under the provisions of Part 91 of the Civil Aviation Regulations of 2011 as amended. The pilot stated that the flight was uneventful, however, en-route to Ultimate Heliport and flying over Barnstormers Model Flying Club at approximately 6000 feet above mean sea level (AMSL), the helicopter collided with a yellow drone. The pilot stated that he did not see the drone registration mark. The helicopter continued with the flight without any issues and landed safely at Ultimate Heliport. Post-incident inspection of the helicopter showed yellow paint marks on the nose of the fuselage running towards the belly.
TBA	10-03-2023	ZS-PKB	FAOR	Beech 1900	Air Transport Operations – Carriage of less than 20 Passengers or. Cargo	KZN	0	On 10 March 2023 at 1130Z, a scheduled Cemair aircraft from OR Tambo International Airport (FAOR) Gauteng Province to Margate Airport (FAMG) KwaZulu-Natal Province, requested start and pushback from ground controller. On board the aircraft was 3 crew and 18 passengers and aircraft registration was ZS-PKB. According to the pilot monitoring (PM) their tug pushed them back from park bay C19 to taxiway India while they started the engines. They completed their after-start checklist and waited for the tug to disconnect. The tug disconnected and drove to the right of the aircraft towards C19 parking bay. The PM requested taxi clearance to the runway in use as they were ready, and it was given. The PM monitoring said as soon the pilot flying started to taxi, he suddenly felt a pull to the right. The PM looked outside and saw that their right wingtip had collided with the top part of the tug. The aircraft sustained minor damages on the wingtip and the tug had minor damages.

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