



Aircraft Occurrences May 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
CA18/2/3/9404	3-May-18	Falcon 900EX	ZS-DEX	WC	High trees on final approach runway 17	0	During an approach for landing runway 17 at FAGM the pilot flying (PF) who was also the PIC allowed the r/h wing to make contact with vegetation (large trees on a golf course) and left wing made contact with the runway surface.	Corporate aviation Operations
CA18/2/3/9707	4-May-18	Schweitzer 269C	ZS-RBJ	FS	Grassland	0	Shortly after take-off as the helicopter approached an altitude of 100 ft above ground level with a forward airspeed of 30 knots, the engine changed tone and switched off. The pilot attempted to carry out an autorotation but was unsuccessful.	Private
CA18/2/3/1206	4-May-18	B737-300	ZS-VDP	EC	Airborne	0	The aircraft operating under the call sign JE536 departed FAPE for FAOR. On reaching FL230, approximately 75nm for FAPE, the aircraft experienced a rapid decompression in the cabin.	Air transport operation
CA18/2/3/1207	4-May-18	Sling 2	ZU-WCG	EC	Runway 08, FAPE	0	On touch down on runway 08 at FAPE, the pilot landed with the nose wheel first. This caused the nose gear to collapse backward and the aircraft contacted the runway with the nose cowling and propeller.	Training
CA18/2/3/9706	4-May-18	TL2000Sting	ZU-RLE	NW	Savannah	0	After take-off approximately 30 m above ground level with a forward airspeed of 60 knots after transition, a red warning light for the engine illuminated. This was followed by a loss of engine power.	Private
CA18/2/3/9708	7-May-18	Windlass Aquila	ZU-DEU	KZN	Sugar cane field	0	On landing the micro-light touched down to the left of the runway center line with a nose left attitude.	Training
CA18/2/3/9710	11-May-18	Windlass Aquila	ZU-DLY	NW	Grassland	0	The pilot experienced some engine difficulties and found it difficult to climb. The pilot executed a forced landing 2km to the North of FABS.	Private
CA18/2/3/1209	11-May-18	Bombardier CRJ – 700	ZS-NBG	EC	After take-off at FAEL	0	Shortly after take-off, the pilots heard a loud bang and experienced a left yaw. The crew declared a PAN PAN PAN advising ATC of an emergency and requested to land back at FAEL. It was described that the no. 1 engine was shut down.	Air transport operation
CA18/2/3/9709	11-May-18	Bushbaby	ZU-BOH	MP	Savannah	0	The pilot noticed a voltage drop at 1340Z and experienced an engine failure at 1400Z en-route to FAGC. The pilot executed a forced landing 10km to the South East of Delmas.	Private
CA18/2/3/9711	12-May-18	Zodiac CH 610 H	ZU-FFA	GP	Grassland	0	The pilot reported that he experienced an engine failure approaching FAGM. The pilot executed a forced landing 100m from threshold 11.	Private
CA18/2/3/1210	16-May-18	Bombardier CL-600-2B19	ZS-NMI	GP	During the climb out passing FL08	0	The crew reported a PAN PAN PAN and requested ATC to return to FAOR. The aircraft was initially routed to the MEV VOR beacon where the quick reference handbook (QRH) items were carried out and the aircraft setup for landing runway 21L. On completion of this, the aircraft returned to FAOR where an uneventful single engine landed followed.	Air Transport Operations



CA18/2/3/9712	23-May-18	Raptor	ZU-CWI	EC	Airfield	0	During take-off the aircraft could not gain sufficient height whereby the pilot opted to reject take-off. In an attempt to land, the aircraft impacted hard with the ground at the end of runway 21	Private
CA18/2/3/9651	26-May-18	Calidus	ZU-RCA	GP	Grass next to the runway	0	Shortly after take-off, the aircraft experienced high speed blade flapping, turned on its left hand side and landed on the grass left of runway 29. The aircraft then skidded on the grass for 25m.	Private
CA18/2/3/9713	30-May-18	Piper 31	ZS-LVJ	GP	Runway 29 FAWB	0	On downwind runway 29 FAWB, the pilot lowered the undercarriage and noted the 3 green lights. The other pilot on board also noted that the lights were on and they proceeded to finals for landing.	Private