

Aircraft Occurrences May 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	01-05-2022	ZS-FYH	Goedehoop farm private airstrip	PA 28-180	General operating and flight rules	FS	0	The flight was conducted under provisions of CAR Part 91 as amended under Visual Flight Rules (VFR). The take-off was uneventful followed by a short flight around the farm. The aircraft landed back on the gravel airstrip following an approach of approximately 80 knots. The pilot lost directional control during the landing roll and the aircraft veered off to the left of the sandy gravel runway before coming to rest in a ditch. The two adult occupants, including the pilot suffered injuries and were rushed to hospital but the two children were not injured.
TBA	02-05-2022	ZU-DPD	FASI	Jabiru J450	Operation of Non-type Certified Aircraft	GP	0	The aircraft took off from runway 03 (RWY03) for a scenic flight around the Springs area and back to FASI which was uneventful. However, during the landing roll back on RWY03, the aircraft veered off to the left of the runway and the nose gear broke off, and propeller struck the ground before coming to rest.
TBA	03-05-2022	ZS-AWX	Albert Falls Dam	PA25-235	Agricultural Operations	KZN	0	ARCC reported that the pilot reported an engine failure in flight and lost control of the aircraft before crashing in bushy terrain. The pilot did not sustain any injuries. The aircraft was substantially damaged.
TBA	04-05-2022	ZS-OBH	Makwesi private farm	AT-502B	Agricultural Operations	NW	0	The pilot reported that at approximately 1000Z he loaded his eleventh load and took off from the private airstrip. The wind direction changed shortly after take-off and the aircraft lost lift during climb out. The aircraft descended sharply, crashed on soft ground, and nosed over coming to rest in an inverted position.
TBA	07-05-2022	ZU-BJI	Diemerskraal Aerodrome	Bushbaby	Aviation Training Organisation & Air transport operations	WC	0	A flight instructor, accompanied by a student pilot took-off from Cape Winelands Aerodrome (FAWN) and flew to Diemerskraal Aerodrome (near Wellington) on a training flight. According to the flight instructor they joined overhead Diemerskraal Aerodrome and flew a low-level circuit to inspect the runway and assess the wind. The flight instructor indicated there was a light wind from the left that was variable. After assessing the wind, they opted to use Runway 20, and the student flew two touch-and-goes. He then instructed the student to perform a full stop landing. The flight instructor indicates that as the speed decayed during the landing roll the student pilot actions on the rudder pedals become more pronounced (larger inputs). He then instructed the student pilot that he was going to take control of the aircraft, but before he could do so the student applied excessive braking in order to avoid the aircraft veering off the runway and in doing so the aircraft nosed over coming to rest on the runway in an inverted attitude.



TBA	12-05-2022	ZU-RHL	Enroute to Schweizer Reneke Airfield	RAF 2000 GTX SE FI	Operation of Non-type Certified Aircraft	NW	1	According to the eyewitness, the gyrocopter approached at approximately 150 feet above ground level (AGL); he then heard a loud bang and the gyrocopter tilted up sharply and immediately nosed down and crashed on the ground. The gyrocopter impacted the muddy ground on its left side. People who witnessed the accident went to the crash site to rescue the pilot out of the muddy terrain. They dragged the gyrocopter a few metres to a solid ground. After cutting the safety harness, they realised that the pilot was deceased.
TBA	14-05-2022	ZS-PYT	FAWB	Cessna 172N	Aviation Training Organisation & Air transport operations	GP	0	The student pilot stated that on final touch down, the aircraft touched down normally but during the landing roll, she could not brake or steer the aircraft. The aircraft veered off to the right-side of Runway 29 and finally came to a stop towards the end of the (same) runway. The student pilot stated that she called FAWB air traffic control and informed them about the incident before disembarking the aircraft. Upon inspection of the aircraft on the runway, she noticed that the nose wheel had broken off. The aircraft sustained damages to the nose wheel and the propeller. The pilot was not injured during the incident sequence. Post-inspection by the aircraft maintenance organisation (AMO) revealed that the engine firewall was damaged. The nose wheel hub was damaged due to a possible hard landing.
TBA	04-05-2022	ZT-XIY	Lincoln Farm	Agras T30	Remotely Piloted Aircraft Systems	KZN	0	The pilot reported that while operating (flying) the drone, it collided with a nearby powerline and suffered hardware failure, which caused the drone to fall to the ground. The drone sustained substantial damage as well as fire damage which was caused by the powerlines. No person was injured in the accident sequence.
TBA	04-05-2022	ZT-XJD	Seriti Middelburg Mining Services	Matrice 300 RTK	Remotely Piloted Aircraft Systems	MP	0	The pilot reported that a pre-flight inspection was conducted successfully, and everything was fine on the drone and the control unit. The take-off was normal. As the drone was hovering, the pilot spotted birds in the vicinity. When the drone was about 80 metres (m) high, the pilot heard an unusual sound coming from the drone, thereafter, it started to spiral down and crashed on the ground. The pilot stated that he noticed that only three propellers were still operating when it was falling to the ground. The drone sustained major damage to the fuselage, motors and propellers.
TBA	18-05-2022	ZS-BTL	FAPS	Piper 28-235	General operating and flight rules	NW	0	The pilot stated that after take-off from Runway 03 and at approximately 300 feet above ground level (AGL), there was a drop in revolutions per minute (RPM) readings. She then conducted the checks inside the cockpit and there was nothing wrong on the settings; however, the aircraft lost height rapidly. The pilot conducted an emergency landing and the aircraft landed approximately 800 metres from the take-off runway. The pilot stated that due to recent major rainfall, the area that she landed on was muddy. This caused the main wheels to come to an abrupt stop, resulting in the aircraft flipping over. The aircraft came to rest in an inverted position.
TBA	19-05-2022	ZT-UKY	Pietermaritzburg	Phantom 4 Pro	Operation of Non-type Certified Aircraft	KZN	0	The Pilot/controller reported that he was on a survey flight and had completed 1 automated flight successfully. He then swapped the batteries and lifted the drone off for a second automated survey flight. With detail complete, he commanded the drone to return to base and after a few seconds he switched to manual flight at approximately 250 above ground level (AGL). The pilot further stated that at 500m from base with the battery at 30%, the drone lost control and was later located in a tree. The drone was substantially damaged. Post-Accident Inspection: One of the battery cells failed in flight and the drone plummeted from the sky and landed in the tree. Cause: One of the battery cells failed in flight and the drone plummeted from the sky and crashed in a tree.
	24-05-2022	ZT-RAP	Bonwa-Phala game reserve	Robinson z R44	General operating and flight rules	LIMPOPO	0	On 24 May 2022, the pilot accompanied by passenger lifted off from Louterwater farm in Sasolburg and flew to Rand Aerodrome (FAGM) in order to refuel the helicopter. They then lifted off again from FAGM and flew to Bonwa Phala game reserve to inspect the accommodation. During the landing the pilot reported that the main rotor blades made contact with the tree, as a result he lost control of the



TBA								helicopter and it impacted with the ground before it came to rest on its left-hand side. Both occupants evacuated the helicopter from the pilot's side (right hand side door).
TBA	24-05-2022	ZU-ICK	Kroon airfield	Savannah VG	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that they completed one circuit which was uneventful, there were guineafowls which were on the left- hand side of the runway. On the second circuit during the approach for landing the guineafowls started flying (some walked) towards the right-hand side crossing the active runway. The pilot tried to avoid colliding with them, he applied the left-hand rudder pedal, the aircraft ground looped due to momentum. The left-hand wing tip made contact with the ground; the nose landing gear collapsed, and the propeller made contact with the ground.
TBA	26-05-2022	ZU-JNP	FAPY	Ravin 500	Operation of Non-type Certified Aircraft	FS	1	The witness reported that he saw the aircraft at a height of approximately 500 feet (ft) above ground level (AGL), it spun to the right-hand side and disappeared behind the trees from his view. The second witness saw the aircraft losing height, with its right-hand wing low before it impacted with the ground and crashed.
TBA	26-05-2022	ZS-CSL	Panorama Airfield	PA-24-250	General operating and flight rules	KZN	0	A pilot and two passengers on board a PA-24-250 aircraft were on a private flight from Newcastle Airfield to FAKR. 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 aircraft was refuelled to capacity (230L) at FAKR. The flight from FAKR to Newcastle was uneventful. They then took-off from Newcastle Airfield for a flight back to FAKR and while enroute abeam Panorama Airfield the aircraft had a rough running engine. The pilot flew over the airfield to join runway 20 and on final approach the engine stopped completely. The aircraft descended and on touch down impacted a perimeter fence, bounced over the road and ended up on the other side of the road facing the opposite direction of landing. The nose landing gear was severed. All occupants were taken to hospital by road and are admitted. The aircraft is substantially damaged, and all occupants were injured in the accident.
TBA	28-05-2022	ZS-PTE	Lynedoch private Airfield	Hawker Beech	General operating and flight rules	WC	0	Two pilots and two passengers on-board a Beechcraft B200 aircraft were on a private flight from Lynedoch Private Airstrip to Cape Town International Airport (FACT) when the accident occurred. The flight was conducted under the provisions of Part 91 of the Civil Aviation Regulations 2011 as amended and under visual meteorological conditions (VMC) by day. The pilot reported that he took off on an uneven airstrip and, at 60 knots (kts), the nose gear bounced. When the aircraft reached 75kts, the nose gear bounced again, this time, the pilot lost directional control and the aircraft veered off to the left-side of the runway. The pilot attempted to apply right rudder but to no avail. The aircraft rolled for 50 metres from the runway and the nose undercarriage was severed. The aircraft skidded a few metres further, impacted vegetation before it came to a stop. The aircraft was substantially damaged, and none of the occupants were injured. Post-Accident Follow-up: The pilot stated that during the takeoff roll, there were no malfunctions experienced with the aircraft. The nose gear bounced while the aircraft was travelling at 60 knots, followed by a second bounce which was more intense than the first one. This led the pilot to apply back pressure on the control column. The aircraft became light on wheels and pre[1]rotated at 65 knots while veering off to the left-side of the track. The pilot corrected this by applying full rudder, but the aircraft kept going to the left. The aircraft exited the runway on the left while at low height and impact a tree before it crashed due to a possible stall. Cause: Aircraft lifted off before take-off speed was reached.

083 461 4887

aiidinbox@caa.co.za

Last date of update: 21 June 2022