

**Aircraft Occurrence May 2024**

*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
TBU	06-05-2024	ZS-MBH	Deza Airstrip, near Thabazimbi	C402B	General Operating and Flight rules	LIMPOPO	0	According to the pilot, the flight from Crocodile Nest Airstrip to Deza Airstrip was uneventful. Upon landing in a northerly direction on an upslope runway, the left-side main landing gear wheel got stuck in a soft sand pit along the left side of the airstrip which caused the aircraft to veer off to the left of the runway. The left external fuel tank hit a tree and detached. Thereafter, the left-side wing hit a tree about 12 metres ahead of the first impact which caused the aircraft to veer completely to the left; it impacted line of trees at the edge of the airstrip.
TBU	08-05-2024	ZU-COB	Krugersdorp Aerodrome (FAKR)	Orion Cub	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he conducted a pre-flight inspection with no anomalies found. Thereafter, he uplifted 60 litres of Avgas 100LL fuel in the aircraft. At approximately 1400Z, he climbed to 6300 feet (ft) above mean sea level (AMSL) and circled overhead the aerodrome for a few minutes before heading north. Upon his return to the aerodrome as he rolled the aircraft out of the turn, the engine stopped. He then switched on the auxiliary fuel pump and selected individual tanks but was unsuccessful in restarting the engine. After deducing that he will not reach the aerodrome, he decided to land on a farm north of the aerodrome. During the landing roll, the left main landing gear hit a trench and broke off before the aircraft stopped.
TBU	10-05-2024	ZU-ITL	10nm North of Hartebeesfontein	Savannah 2021	Operation of Non-Type Certificated Aircraft	NW	0	The pilot took off to his farm at 1130Z (10nm north-west of Hartebeesfontein). When he was overhead the farm, the engine ran rough, and he decided to land on the farm. During landing, the aircraft rolled over the water drainage line and came to a stop against a silage bag. The aircraft sustained damage to the propeller and the nose section.
TBU	11-05-2024	ZU-FIP	FAKT	VL-3 Evolution	Operation of Non-Type Certificated Aircraft	GP	0	The pilot took off at 1440Z to Bronkhorstspruit and, thereafter, to the GFA before returning to FAKT. The pilot joined the circuit for a full stop landing and, during the downwind checks, the landing gear did not extend. The pilot conducted a flypast for the pilots on the ground at FAKT to check the landing gear. The pilots on the ground reported to the pilot that the right main gear was stuck midway. The landing gear indicator in the cockpit showed 3 red lights. The pilot tried to extend the gear manually but was unsuccessful. She circled overhead the airfield and came in to conduct a belly landing. On the short final approach, she closed the throttle and the aircraft landed on its belly. The propeller struck the runway and two of the propeller blades broke off. The aircraft skidded for approximately 50m before it stopped. The pilot switched off the master switch and disembarked from the aircraft. The aircraft sustained damage to the belly and the propeller blades.



TBU	14-05-2024	ZS-IKJ	Port Alfred aerodrome (FAPA)	PA-28 180F	Aviation Training Organisation	EC	0	The crew took off at 0720Z and conducted six circuit and landing exercises, thereafter, the flight instructor disembarked from the aircraft to allow the student pilot to conduct solo consolidation circuits. The flight instructor proceeded to the air traffic control (ATC) tower to observe the student pilot. During the first circuit, the radio officer advised the student pilot to conduct a go-around as there was another aircraft on the runway. The second circuit was uneventful. During the third circuit, the student pilot conducted another go-around as he felt he was too high. On the fourth circuit, the student touched down and retracted the flaps, but he lost directional control of the aircraft. The aircraft exited the runway and impacted a bush on the left side of the runway before it stopped. A flight instructor who was waiting to take-off, taxied to ZS-IKJ, boarded the aircraft, turned off the master switch and removed the key from ignition. The aircraft sustained damage to the nose gear assembly, propeller, and the right-wing leading edge.
TBU	11-05-2024	ZU-EGA	Runway 03 at FASI	Magni Gyro M22	Operation of Non-Type Certificated Aircraft	GP	0	During the take-off roll, the aircraft remained in ground effect until it reached a speed of 65 miles per hour. Thereafter, the aircraft started the climb but soon made a descent. It cleared a fence as the pilot tried to avoid the sunflowers to reach clear ground which turned out to be a ploughed field. The pilot attempted to forego this spot, but the nose wheel got caught in a furrow and buckled. The aircraft came to a stop and tipped onto its left side. The pilot turned off the master switch, and, together with the passenger, exited the aircraft.
TBU	27-05-2024	ZU-WNW	Virginia Aerodrome (FAVG)	Sling 4 TSi	Aviation Training Organisation	KZN	0	A flight instructor and student pilot were engaged in circuit work. After they had flown four circuits they landed, and the flight instructor disembarked from the aircraft and went to the tower. The student pilot was sent on a solo consolidation flight. He took off and flew one circuit and performed a touch-and-go on Runway 23. According to ATC the prevailing wind at the time the student approached for landing on his second circuit the surface wind was 210° at 10 knots. According to the student pilot who is also the owner of the aircraft during landing as the nose wheel contacted the runway it collapsed, and the aircraft veered off the runway to the right and came to rest in a nose-down attitude. The aircraft sustained substantial damage to the nose landing gear and propeller. The student pilot was not injured. Aerodrome FAVG is a licensed aerodrome; the runway is orientated 05/23. The runway is 885m long and 20m wide.
TBU	30-05-2024	ZU-EWJ	Runway 22 at Wings Park Airfield East London	YAK 52	Operation of Non-Type Certificated Aircraft	EC	0	According to the pilot, the aircraft's final approach was at a speed of approximately 91 knots. The pilot stated that during landing on Runway 22, there was a sudden gust of wind from the northern direction that caused the aircraft to veer off to the left of Runway 22. The aircraft came to rest a few metres from the edge of the grass runway. The aircraft sustained damage to the right-hand and the left-hand wing leading edge. One of the wooden propeller blades broke off in the middle. The aircraft was recovered to a hangar in Wings Park Airfield.
TBU	05-05-2024	ZS-NVM	Tempe Aerodrome (FATP)	Cessna C210	General Operating and Flight rules	FS	0	According to the pilot, he departed Landfontein's private airstrip at approximately 1215Z and routed to FAWM. Upon reaching FAWM, he selected landing gears down but noticed that the main landing gear did not extend as expected. The pilot decided to divert to FATP, where the AMO is based. Upon arrival at FATP, he



								contacted the engineer on the ground to assist him in troubleshooting the landing gears. The pilot attempted to lower the landing gear during a fly-by but was unsuccessful. The pilot further reported that he flew in the area for a while to burn fuel whilst securing and briefing the passengers. At 1510Z, the pilot landed the aircraft on Runway 01 with only the nose landing gear extended. The aircraft skidded for few a metre before it veered off to the left of the runway; it came to a stop on the grass area. The aircraft's underbelly and the propeller blades were damaged.
TBU	10-05-2024	ZS-BGL	N1 Freeway near Kroonstad at	DH-82A Tiger Moth II	General Operating and Flight rules	FS	0	During the flight to FAAN, the pilot experienced loss of engine power. The pilot decided to perform an emergency landing on the N1 freeway near Kroonstad. The aircraft landed safely, and there were no reported injuries. Upon inspection of the aircraft after the occurrence, damage to the Number 2 cylinder on the right front side of the engine was noticed
TBU	22-05-2024	ZS-FOW	Ermelo Airfield (FAEO)	PA-28-235	General Operating and Flight rules	MP	0	The pilot reported that upon returning to FAEO, when overhead the threshold of runway 31 to perform a landing, the indicated airspeed (IAS) was too high. As the wheels touched the ground, the aircraft bounced. To remedy the situation, the pilot applied power to initiate a take-off and conducted a circuit. The aircraft landed safely without any event. After shutting down and during a post-flight inspection, the pilot noticed damage to the propeller tips and scraping marks on the runway made by the propeller blades.

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