



Aircraft Occurrences November 2020

Statistical 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
TBU	02-11-2020	Bush baby Explorer	ZS-IBH	KZN	FAVY	0	It was reported that the pilot was doing circuits training at Vryheid Airport, during the third circuit, and on landing. He forgot to lower the undercarriage resulting on a belly-up landing. Cause known (pilot forgot to lower landing gears)	General Aviation and Operating Flight Rules
TBU	06-11-2020	Bushbaby	ZU-FOS	KZN	FAMX	0	It was reported that the aircraft landed on a grassy and sandy runway and the nose gear got stuck on the runway resulting on the aircraft nosing over.	Operation of Non-type Certified Aircraft
TBU	06-11-2020	Technum	ZS-CNM	WC	FANS	1	It was reported that the aircraft made a call on joining the circuit and also on final approach. The witness who had just parked his aircraft after landing stated that, the aircraft made a go around during the first attempt for a landing. The aircraft re-joined and was established for final approach on Runway 22. The witness further stated that he observed the aircraft landing hard and bounced before the pilot taking power for a go-around.	General Aviation and Operating Flight Rules
TBU	08-11-2020	Piper 28-140	ZU-DTL	EL	Wings Park Airfield	0	It was reported that the aircraft experienced a strong crosswind from the right and was blown to the left of the runway.	Operation of Non-type Certified Aircraft
TBU	23-11-2020	Cessna F172G	ZS-EOD	FS	New Tempe Airfield (FATP)	0	The student pilot took off from FATP for a solo flight to the general flying area to practice turning and climbing. On returning he flew overhead the airfield to check the windsock; it indicated that the wind was calm. The pilot joined for runway 10 and on final approach the aircraft was drifting to the left. The pilot applied right rudder to try and keep it straight, but he could not. The aircraft touched down sideways, and the pilot applied brakes, but the aircraft exit the runway.	Aviation Training Organisation
TBU	25-11-2020	Zonith Zodiac	ZU-HVM	FS	New Tempe Airfield (FATP)	0	The pilot took off from FATP on a local flight. On returning he flew overhead the airfield to check the windsock; it indicated that the wind was calm. The pilot joined for runway 10 during touch down the nose gear broke off.	Operation of Non-type Certified Aircraft
TBU	07-11-2020	Cessna 172	ZU-CFU	GP	Grass lands flying club Sunderland Ridge Centurion	0	It was reported that the pilot was conducting circuits and landing exercising with engine failures. On the third circuit, the approach was unstable resulting on the aircraft impacting a sand dune on the extended centerline of the runway before touching down on the runway.	Operation of Non-type Certified Aircraft
TBU	22-11-2020	B737-400	ZS-OAF	WC	FAGG	0	The crew of ZS-OAF was preparing to taxi for take-off from Cape Town International Airport to East London Airport. Before taxi, one of the crew members reported that she thought that doors number 1R and 2R are not closed properly. The doors were disarmed, and technicians were asked to check if the doors were closed from outside. The doors were opened and closed 3 times before it could be confirmed that they were closed properly. The technicians confirmed that both doors looked closed from the outside. The aircraft routed via VORs GRV, PEV, ELV. When the aircraft was passing 32500 feet (ft), there was a cabin altitude warning and the cabin altitude was at 10 000 ft. Cabin climbing was at approximately 700 ft per minute. The crew commenced with memory item and decided to not deploy masks to avoid causing panic because the nature of the leak was slow. Maximum cabin was approximately 12 500 ft. The out-flow valve was fully closed already when they went to manual mode during memory items. During decent, the low idle light illuminated. The pilot added a little bit of thrust to extinguish the light and then descended to 10000ft and assessed situation. A very loud noise was heard from 1 of the left doors and the crew descended to 8 000 ft at GRV, in a hold. The pilot broadcasted a mayday call and commenced the approach. The aircraft landed safely in George. Fire trucks and medical personnel were on standby but were not used. Cabin crew confirmed no one required medical assistance. There were 3 pax with nose bleeds and 5 with ear pain. After landing, the crew noticed a very high cabin pressure. The crew closed and slowly opened the out-flow valve to release pressure	Commercial

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