



Aircraft Occurrences November 2021

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 | 01-11-2021 | ZS-LMO | FAKR | Cessna 210 | General Aviation and Operating Flight Rules | GP | 0 | On 1 November 2021, a pilot on board a Cessna 210 aircraft, took off from Krugersdorp Airfield (FAKR) at 1000Z on Runway 08 for a flight to the general flying area (GFA) and back. The pilot intended to return in half an hour. On returning the prevailing wind was favouring Runway 26. During landing there was a crosswind from the right which caused the aircraft to bounce twice. The nose wheel broke, and the propeller struck the runway. The left-wing tip scraped the runway and the aircraft skidded to the left of the runway and came to a stop. |
| TBA | 02-11-2021 | ZS-HDX | Foch Ville | Bell 206 | General Aviation and Operating Flight Rules | NW | 0 | The pilot reported when he was at abeam Foch Ville, the engine oil pressure dropped, and the torque pressure dropped to zero. The pilot looked for a spot for a precautionary landing and shortly after, heard an explosion from the engine bay. The pilot lost tail rotor control as the drive shaft broke off, some engine vanes/shrapnel flew off in the explosion and damaged some components and parts of the fuselage. The pilot entered into an autorotation and landed without any further damage. There was fire in the engine bay and the pilot extinguished it with the helicopter's fire extinguisher. |
| TBA | 02-11-2021 | ZS-FRO | Douglas Airfield | Mooney M20G | General Aviation and Operating Flight Rules | NC | 0 | The pilot reported that on the round out during landing, the aircraft ballooned and then bounced. The pilot lost control of the aircraft and it veered off to the left of the runway. |
| TBA | 03-11-2021 | ZS-DZM | Mooipan | Air Tractor 402B | Agricultural Operations | NC | 0 | The pilot reported that during the take-off run, the tail lifted normally and when reaching the rotation speed the pilot attempted to pull up, but the tail started going down, and touched the ground. The pilot aborted take-off and stepped onto the brakes but could not stop the aircraft in time. The aircraft skidded beyond Runway 17 threshold and collided with a tree and a small building on the left-side of the runway where it stopped. |
| TBA | 04-11-2021 | ZU-BZE | Wagtail Aviation | Sycamore MK1 | Operation of Non-type Certified Aircraft | FS | 0 | The pilot reported that during the take-off roll on Runway 06, before the Gyrocopter reached full rotor revolutions per minute (RPM) there was an uneven terrain on the grass runway. After rolling over the bump, the gyrocopter bounced, resulting in the main rotor flapping and, subsequently, the main rotor struck the vertical fin before the pilot aborted take-off. The pilot was not injured, and the gyro sustained damage to the main rotor, the vertical fin and the rudder. |



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| TBA | 04-11-2021 | ZU-RKM | FAPY | Trojan | Operation of Non-type Certified Aircraft | FS | 0 | During the take-off roll on Runway 24, the main rotor blades started flapping. The main rotor then struck the vertical fin and the pilot immediately aborted take-off. The gyrocopter kept rolling for a few meters and came to a halt without any further damage. |
| TBA | 06-11-2021 | ZU-CXY | Middleburg Aerodrome | Cheetah | Operation of Non-type Certified Aircraft | MP | 0 | The pilot stated that after conducting all the pre-flight checks, he taxied the aircraft to holding point of Runway 14 whereby he did all his power checks and ran the engine at 3000 rpm for quite a while, waiting for oil temperature to rise. He later took off and at approximately 350 feet (ft) above ground level (AGL), he started the left turn to Loskop Dam. The pilot stated that during the flight, the engine started to lose power and the aircraft started to lose height; he then made sure that the electric fuel pump was on and the throttle was fully open. The pilot further stated that he tried to turn left to land on Runway 02, but the plane went into a left-side spin and he pushed the rudder to the right side to level the wings again; the aircraft landed approximately 10 metres from Runway 02 on the grass. During the landing roll, the nose wheel collapsed, and the aircraft nosed over before coming to rest upside down (inverted). |
| TBA | 09-11-2021 | ZS-IJL | FAMO | Bonanza K35 | General Aviation and Operating Flight Rules | WC | 0 | The pilot stated that at approximately 1735Z during touch down on Runway 10, the aircraft bounced and veered off to the right-side of the runway. The nose landing gear collapsed, and the propeller struck the ground. The aircraft came to a full stop approximately 1 metre (m) from the runway edge. |
| TBA | 10-11-2021 | ZU-EHW | Overvlugte private airstrip | Ela-08 | Aviation Training Organisation & Air transport operations | LIMPOPO | 1 | The instructor reported that he was standing on the ground approximately 80 metres (m) from the gyrocopter with a hand-held radio and a fire extinguisher, observing/monitoring the student pilot. The instructor reported that the student pilot completed the first circuit with no anomalies; however, during base leg for second landing, he saw the student pilot looking back at the fuel tank (behind him). According to the instructor, during that movement, the helmet got twisted around, covering the pilot's face and obstructing his view. While trying to put the helmet back on, it appeared as if the student pilot accidentally pushed the left rudder which caused the gyrocopter to yaw to the left. Thereafter, the gyrocopter's fuselage tilted to the right; however, the power was not reduced, and the main rotor blades were unloaded. The gyrocopter rolled over to the right-side and impacted the ground in that position, approximately 20 metres from the runway threshold. The instructor ran to the site where the student pilot had crash-landed and found him under the gyrocopter. |
| TBA | 11-11-2021 | ZS-CZU | FAWB | Piper PA-28-180 | Aviation Training Organisation & Air transport operations | GP | 0 | The student pilot stated that he completed three touch-and-go exercises with the instructor and there were no anomalies. Thereafter, the instructor disembarked the aircraft, and the student pilot flew solo. The first solo circuit was uneventful, but during the second solo circuit after landing as normal with no anomalies, when he tried to add power to take-off, he felt the nose wheel shimmy, he immediately cut off the power and tried to centre the aircraft, but the rudder and brake pedals were hard and not responding. The aircraft veered off to the left-side of the runway; the nose landing gear wheel collapsed, and the propeller struck the ground. The aircraft came to a full stop approximately 15 metres (m) from the runway edge. |



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| TBA | 13-11-2021 | ZS-JZP | Magwa Tea Estate | Piper PA28R-201T | General Aviation and Operating Flight Rules | KZN | 0 | According to the pilot, he joined overhead the aerodrome and followed the unmanned aerodrome procedure. This was an unlicensed aerodrome with a grass surface runway. The pilot opted to land Runway 02. During the landing roll, the nose gear collapsed, and the propeller made contact with the ground. According to the pilot, there were no holes or obstructions on the grass that would have contributed or caused the nose gear to collapse. The grass on this runway was found to be long for landing this type of aircraft on it. |
| TBA | 13-11-2021 | ZS-REH | Inanda Dam | Robinson R22 Beta | Aviation Training Organisation & Air transport operations | KZN | 0 | According to the student pilot, he landed on an open piece of land. The student pilot then planned how he was going to do his circuit and, when he was ready, he carried out his pre-take off checks. As he lifted off into a hover flight, he felt the helicopter lean to the left-side and he lost control of the helicopter and crashed. The helicopter came to rest in an upright position. The student pilot then shut down the helicopter engines and exited the helicopter. He then informed his instructor about the accident. |
| TBA | 16-11-2021 | ZS-PMK | FAWB | Cessna 172M | Aviation Training Organisation & Air transport operations | GP | 0 | According to the pilot he was cleared by ATC to land on Runway 29. He touched down on the main landing gear first with the aircraft in a high nose up attitude. In an attempt to lower the nose wheel, it impacted hard with the runway surface, resulting in the damage. |
| TBA | 16-11-2021 | ZS-JBO | FAWB | Cessna 172M | Aviation Training Organisation & Air transport operations | GP | 0 | According to the student pilot he was inbound from Cullinan Dam for FAWB at 5 600ft. He had decided to return to the ATO as it was very turbulent (not pleasant), with gusting wind conditions of 15 knots. He was cleared for land Runway 29 by ATC and selected 20° of wing flaps. He states that he landed hard but was able to vacate the runway unassisted. |
| TBA | 16-11-2021 | ZS-KBK | FACT | Piper PA-28-161 | Aviation Training Organisation & Air transport operations | WC | 0 | According to the flight instructor they followed the start-up procedures/check list. On the first attempt the engine cranked but did not start. They then allowed the starter to cool down before they attempt a second start. Again, the engine only cranked but did not start. The flight instructor then noticed a fire from the engine cowling, he took control and actioned the emergency procedure for an engine fire on start up. The fire persisted, and he instructed the student that they need to evacuate. They took the portable fire extinguisher in the cockpit and jumped out. They were unable to pull the safety pin as it was stuck for some reason. They then shouted Fire-Fire-Fire as there was another aircraft next to them that had already started up. The crew then shut down and brought their aircraft fire extinguisher. The flight instructor was able to extinguish the fire. Shortly thereafter the aerodrome rescue and firefighting (ARFF) vehicle also arrived at the scene. After the scene was secured the flight instructor actioned the ATO emergency response plan. (ERP), by informing all the relevant role players. |
| TBA | 19-11-2021 | ZS-JNN | FAWN | Piper PA-28-140 | Aviation Training Organisation & Air transport operations | WC | 0 | The instructor was the pilot monitoring (PM) and the student pilot was the pilot flying (PF). They took-off from Runway 19, FACT to FAWN was uneventful. The duo performed two circuits at FAWN followed by a full-stop landing. The instructor after landing, disembarked the aircraft and the student pilot was sent for a solo consolidation. The student after completing the first circuit for unknown reason executed a go-around and during the second approach, he touchdown hard on |



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| | | | | | | | | Runway 23, and lost directional control of the aircraft and it veered to the left of the runway. The aircraft came to a halt approximately 50m from runway threshold. |
| TBA | 26-11-2021 | ZS-IGG | FAMB | Cessna 421B | General Aviation and Operating Flight Rules | MP | 0 | <p>the pilot reported that he conducted a preflight inspection on the aircraft, and all was normal with no outstanding defects recorded. The flight-folio page serial number 30 indicated that, 310 litres of Avgas LL100 fuel was uplifted in preparation for the flight. The flight to FAHS was uneventful and it lasted for about 1.2 hours.</p> <p>On Friday 26 November 2021, the aircraft was prepared for a return flight to FAGM. According to FAHS control tower, the ZS-IGG aircraft took off at 1100Z. The pilot stated that after approximately 45 minutes into the flight, above Middleburg area at 14000 feet (ft), he experienced a power loss on both engines. The weather condition at the time was reported by the pilot as overcast, cloud base at 4000ft and tops at 10000ft. The pilot broadcasted a distress call on Johannesburg area control 126.7-Megahertz (MHz) frequency and decided to navigate the aircraft to Middleburg Aerodrome (FAMB) for an emergency landing. Enroute to FAMB, both engines stopped, and the pilot executed a forced landing on an open field east of FAMB. The aircraft sustained substantial damages and the pilot sustained minor injuries. The two passengers were uninjured. The emergency medical services (EMS) were notified, and they responded to the accident site timeously. First aid was administered to the pilot and all occupants were transported by road to Midmed Hospital in Middleburg for medical check-up. All three occupants were released the same day.</p> <p>Post-accident examination of the propeller blades showed that the engines were not producing power prior to the accident. The aircraft's fuel system was examined, and investigators found out that both auxiliary tanks contained fuel together with the tip tanks (main tanks). The wing rocker tanks behind the engines were empty. The engines feed from the tip tanks, normal procedure as stipulated in the flight manual. The investigators were unable to sum-up the amount of fuel remaining as the aircraft was in an awkward position. Fuel samples taken indicated that it was clean and the correct grade.</p> <p>The pilot was interviewed, and he indicated that he was equally surprised as the engines were running smoothly with positive fuel flow. Considering the weather condition at the time of the flight, a possibility of induction icing or what is referred to as "carburettor icing" was not ruled out. The pilot did not consider opening the engine alternate air doors to prevent it. The official weather report was requested to verify the induction icing condition.</p> |
| TBA | 02-11-2021 | ZT-UWG | Thungela Shared Services | DJI Mavrick | Remotely Piloted Aircraft Systems) | MP | 0 | <p>The pilot reported that during the last flight, approximately 700m away from the landing zone, on the transmitter screen he saw the drone falling out of the air with no warnings or high wind speeds observed. The drone was operated at about 400ft above ground level (AGL). He reported that prior to the flight the battery of a drone was fully charged at 100%. At the time of accident, the RPL suspected that it could have been at 85%. The drone was recovered in a field nearby, 700m from the landing zone. The drone was destroyed by impact during the accident.</p> |



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| TBA | 19-11-2021 | ZS-IRA | FALA | Cessna 172 | General Aviation and Operating Flight Rules | GP | 0 | On the first circuit the pilot reported that the wind was 13 knots, however the landing was uneventful. On the second circuit the wind started picking up to 16 knots at a heading of 360 degrees, while on downwind he decided to make a full stop landing. The pilot reported that during the landing at a speed of 65 knots, the main wheels touched the ground, the aircraft bounced and veered to the right hand of the runway. The propeller struck the ground. He managed to gain controls of the aircraft and get back onto the runway and taxied back to the hangar. |
| TBA | 19-11-2021 | ZT-UOI | Andrew's Field (FAAF) | Astus II | Remotely Piloted Aircraft Systems) | WC | 0 | According to the Air Safety Report, an unmanned aerial vehicle (UAV) took off from Andrews Fields runway 11 with intention to land at the same airfield. This was an Automatic take-off and landing (ATOL). The ATOL was satisfactory, and the UAV was airborne at 1154Z. The UAV flew to the take-off loiter position and remained there until the change to setpoint flight mode was commanded. After a few seconds in setpoint mode the internal pilot instructed an ATOL landing command for runway 11. A differential GPS lock was no longer available and only 3D GPS fix was available. During approach the UAV executed 2 loiters over the landing loiter point west of the runway before continuing long final approach. While at approximately 1.5 meters the safety pilot noticed a yaw movement to port side (left) and loss of central tracking which was outside the stability parameters. The flight mode was changed from ATOL to manual on the handheld in order to execute a go around. One second after the switch to Manual mode the Internal Pilot changed the flight mode from Manual to Setpoint also with the intention of aborting the landing. About one second after this observation the Internal Pilot changed the flight mode to Setpoint, and the Safety Pilot noticed a difference between his inputs and what the aircraft was doing. This difference was due to Setpoint mode commanding a pitch up and no guidance control on the climb (bank zero mode). The Safety Pilot reported that he had lost control after about once second of Manual flight control. For the next two seconds the engine remained full throttle and with the loss of guidance control or Manual control the aircraft continued to drift left of the runway due to the crosswind and the port side wingtip made impact with some vegetation which resulted in a counter clockwise flat spin as the aircraft crashed into the vegetation left of the runway. Cause known (loss of control during flight) |
| TBA | 24-11-2021 | ZU-APS | Sun City | Thunderbird MKII | Operation of Non-type Certified Aircraft | NW | 0 | According to the reporter, pilot's son, the aircraft with one on board took off at approximately 1233Z and did not reach 500 feet AGL and it started losing height and crashed at the neighbouring game farm. The pilot stated that he felt downdraughts were pushing the aircraft down and he could not recover from that situation. |
| TBA | 06-11-2021 | ET-AYB | FAOR | Airbus A350- 900 | Air transport operations | GP | TBA | AIID was notified by Aviation Safety Compliance division of an aircraft incident phase 1, whereby an Ethiopian aircraft A350-900, registration ET-AYB, flight number ET809 experienced a strong cross wind while landing at O.R. Tambo (FAOR), Gauteng province, on Runway 03R. The aircraft was from Addis Ababa (HAAB), Ethiopia. The aircraft contacted the runway surface on its right-side wing tip; eventually gained momentum and was able to land and to taxi to D37 parking; thereafter, chocked at 13:30. Ethiopian Airlines engineers examined the aircraft and later stated that there was evidence of surface painting under the wing tip area (right-side). The right-side |

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| | | | | | | | | wing tip and wing flap on the wing were also damaged with a few bolts missing. The engineers also mentioned that the aircraft maintenance is due to determine aircraft airworthiness. The cockpit crew (1st officer and PIC) alleges that upon arrival and about to land on RWY 03R, they experienced gusty strong wind and the aircraft could not touch down; they then decided to go-around. On the second attempt to land, that is when the right-side wing tip skidded on the runway close to the intersection of taxiway tango. |
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Last date of update: 12 December 2021