

### Aircraft Occurrences November 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	19-11-2022	ZS-DUR	FAVV	C172E	General Operating and Flight Rules	GP	0	The pilot stated that he rotated at 60kts with 1 notch flaps and, at approximately 150 feet above ground level (AGL), the stall warning sounded before the aircraft lost height. The pilot further stated that there was a strong wind from the left which caused the aircraft to drift (to the left) whilst descending. The aircraft touched down approximately 720m northwest of the threshold of Runway 21 and continued to roll on the ground for a few metres before the nose wheel dug into the ground and broke off. The aircraft nosed over and came to rest in an inverted position after going over an electrical perimeter fence at a nearby farm.
TBA	30-11-2022	ZU-DYV	FASI	ELA-08	Operation of Non-type Certified Aircraft	GP	0	An eyewitness stated that he (and his brother) was at the quarry near Pfuhl Street when he heard the gyrocopter flying overhead, and thereafter, banked to the left. Moments later, he saw the gyrocopter approaching a road next to the quarry, but this time there was no sound emanating from the gyrocopter. It later impacted the ground hard and one of the main rotor blades collided with the trees. The gyrocopter rolled over and came to rest on its left side. The eyewitness rushed to the site to assist the people on-board. The emergency medical services (EMS) arrived at the crash site 10 minutes later and assessed the crew. The student pilot was airlifted to hospital and the instructor pilot was taken to another hospital via an ambulance.
TBA	10-11-2022	ZT-WKE	Granger Bay	Matrice 210	Remotely Piloted Aircraft Systems	WC	0	The pilot reported that the RPA was assembled as per the instructions on Cross Checks. Before the flight, the pilot conducted a visual check on all moving components, ensuring that all RPA's telemetry read normal. The aircraft was launched from the boat. Fifteen minutes (15) into the flight whilst the aircraft was tracking above the yacht at 50 metres (m) above ground level (AGL) and approximately 35-40 metres, the pilot-in-command who was in the support boat and sailing side-by-side with yacht, looked down at the screen to ensure all flight telemetry were still normal. At that point, he heard a sound coming from the RPA and as he turned to look at the it, he saw the RPA in a rapid descent. The pilot's initial reaction was to increase the throttle firstly to stabilise the altitude and further move the RPA away from colliding with the yacht. This, however, did not change the trajectory of the RPA. The pilot then induced the roll input to move the RPA away from the yacht, and just before the RPA hit in the water, the pilot noticed what looked like a broken piece of propeller in the air, which also crashed into the water. This was also confirmed by eight team members who were on the support boat with the pilot. As soon as the RPA hit the water, the skipper and the pilot initiated maximum throttle in the support boat and raced to the crash site. It that took about 20 seconds as they had to wait for the yacht to pass by. By the time the team reached the crash site, the RPA had already sunk.

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Last date of update: 20 December 2022