

Aircraft Occurrence November 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	01-11-2024	ZU-IBE	On a farm in Cullinan	Jabiru J170	Aviation Training Organisation	GP	2	According to the available information, the aircraft was refuelled to capacity in preparation for the SP initial night training flight. The aircraft had 135 litres (l) of useable fuel (Avgas 100LL) in the tanks. The aircraft departed Rhino Park at 1630Z and routed to Witbank (FAWI) in Mpumalanga province. The aircraft then routed to FAWB. The air traffic control officer (ATCO) at FAWB tower stated that around 1747Z, the FI broadcasted on 118:35 very high frequency (VHF) Megahertz (MHz) and reported a rough running engine. At this time, the aircraft was overhead Mamelodi at 7 000 feet (ft) at a heading of 330°. The FI later reported that the aircraft was losing height and that they would not reach FAWB. The FI appeared to have intended to execute a forced landing around Cullinan. During the descent, the aircraft collided with the power lines spanned across its flight path. A post impact fuel-fire erupted. The accident was reported by the locals around Cullinan upon which the Aeronautical Rescue and Coordination Centre (ARCC) was informed. The South African Police Services (SAPS) and the emergency medical services (EMS) swiftly responded to the site of the accident. The wreckage was found on a private farm in Cullinan.
TBU	14-11-2024	ZU-EOE	Kitty Hawk Aerodrome (FAKT)	Jabiru, J430	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he conducted a pre-flight inspection followed by the run-up checks; no anomalies were found. Take-off and the flight from Rhino Park to FAKT, located 4.8 nautical miles (nm) south-west of the aerodrome was uneventful. Upon arrival, the pilot joined the circuit and lined up the aircraft for landing on Runway (RWY) 01. During the landing roll, the brakes failed, and the aircraft overran the runway; it rolled over the furrow beyond the threshold of RWY01 and came to a stop in a nose-down attitude. The two occupants were not injured. The aircraft sustained substantial structural damage to the nose, left main gear, and propeller
TBU	21-11-2024	ZS-FXX	Grand Central (FAGC)	C172K	Aviation Training Organisation	GP	0	The flight instructor (FI) reported that they were conducting circuit and landing exercises. The first two landings on Runway 35 were uneventful. During the third landing, the aircraft touched down deep and the student pilot was unable to bring the aircraft to a stop before it reached the end of the runway. The FI took over control and elected to execute a go-around, but the aircraft stalled and crashed on the runway's extended centreline. The nose landing gear impacted the ground and broke off; the aircraft skidded before it nosed over and rested in that position. The crew was rushed to the hospital for observations. The aircraft sustained substantial damage during the accident sequence.
TBU	21-11-2024	ZS-RWG	Open field near Midstream, Centurion,	AS350B3	Commercial air transport and general aviation operations: Helicopters	GP	0	The pilot reported that a pre-flight check was conducted with no anomalies noted. During the ground run checks, all the engine parameters were within the normal operating limits. The flight to Pretoria East was uneventful. During the return leg, approximately 30 minutes into the flight at about 400 feet above ground level (AGL), the pilot heard a loud sound emanating from the engine. This was followed by a sudden drop in torque NG on the vehicle and engine malfunction display (VEMD) and the main rotor revolutions per minute (RPM) spooled down to zero. The temperature remained normal (unchanged). The pilot initiated an autorotation to execute a forced



								landing on an open field in Centurion. During landing, the helicopter impacted the ground hard with the left skid and skidded for several metres before it stopped. The helicopter sustained damage to the left skid, nose and tail boom section.
TBU	22-11-2024	ZS-EJE	Swellen Grebel Airfield (FASX)	C150	Aviation Training Organisation	WC	0	The pilot reported that during take-off on Runway 33, a downdraft caused the aircraft to lose height. The pilot was able to land the aircraft on the airfield, towards north of Overberg. The pilot and the passenger were not injured. The aircraft sustained damage to the left aileron and the right wingtip
TBU	24-11-2024	N441AG	Wonderboom Aerodrome (FAWB)	C172P	General Operating and Flight rules	GP	0	The pilot did not refuel the aircraft at FABL in preparation for their return flight. On their return to FAWB whilst overhead Rosslyn area, the pilot made a request to the tower to be granted priority landing due to fuel exhaustion. The request was granted. During the final approach for landing on Runway 06, the engine stopped. The aircraft impacted the treetops and crashed approximately 200 metres from the threshold of Runway 06. The pilot and the passengers were taken to the hospital for medical checkups. The aircraft sustained substantial damage.
TBU	20-11-2024	ZS-OSU	Kroonstad (FAKS) Aerodrome	T188C	General Operating and Flight rules	FS	0	The pilot reported that he conducted the pre-flight checks and no anomalies were noted. The engine parameters were within the normal operating limits during the ground run checks. However, during the ground run for take-off on Runway 07 a gust of wind impacted the aircraft from the left after the tailwheel had started to lift. The pilot attempted to correct this by initiating rudder input, but this was ineffective. Consequently, the pilot lost ground control, and the aircraft veered off to the left of the runway. The aircraft came to a stop approximately 10 metres from the runway. The pilot was not injured; the aircraft sustained damage to the right wing, right main landing gear, propeller and engine cowling.
TBU	28-11-2024	ZS-CJG	Mafikeng Airfield (FAMM)	PA-28-180	Aviation Training Organisation	NW	0	The student pilot and the flight instructor took off from FAMM for a touch and go landing exercises. They executed three touch and go landing which were uneventful. The flight instructor disembarked and sent the student pilot for a solo consolidation. The student pilot reported that the aircraft was stable, he landed the aircraft too deep on runway 22 for a touch and go, with full flaps (40 degrees). During ground roll he retracted flaps to 30 degrees as he was about to add power the aircraft veered off to the left of runway 22 and came to rest. No injuries sustained. The aircraft sustained substantial damage to the propeller and the nose wheel broke off.
TBU	26-11-2024	ZS-RZK	Mequatling farm in Clocolan area	R44 II	General Operating and Flight rules	FS	0	The pilot took off from his private farm for a game culling operation. During the flight the passenger became sick, and the pilot elected to land the helicopter without shutting it down while under control of the helicopter. The passenger disembarked and while outside the helicopter throwing up, he noticed the helicopter on fire, and he alerted the pilot. The pilot then handed him the fire extinguisher to extinguish the fire, the fire extinguisher ran out and the fire intensified. The pilot then disembarked and tried to use water to further extinguish the fire with no success. The pilot and passenger were not injured. The helicopter was destroyed and ensued by fire.
TBU	29-11-2024	ZU-COC	Weltevreden farm near Lephale	Bat Hawk R, X341	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	According to the owner, the aircraft took-off at 0607Z and it was intended to locate wild dogs then pass the information to ground crew for tagging. At 0633Z the owner received a call from the pilot stating that the aircraft had crashed on a neighbouring farm (Weltevreden farm) and that the passenger had suffered serious injuries and was trapped by the wreckage. The pilot sustained injuries to the chest and managed to disembark unassisted. The owner reported the accident to the authorities and Aeronautical Rescue Coordination Centre (ARCC) initiated a medical response involving a helicopter and ambulance due to the severity of the injuries. Both the occupants were sent to different hospitals for medical attention. AIID investigators



								arrived at the site at approximately 1400Z and were able to examine the accident site and the wreckage. They found that the fuel tank was ruptured but there was no sign of fuel spillage or smell. They also checked the two fuel inlets to the carburettor, and it was also dry.
TBU	24-11-2024	ZU-BUI	Ballito Microlight Airfield	Windlass Aquilla	Aviation Training Organisation	KZN	0	The pilot reported that after take-off from Runway 18, there was a vibration in the engine compartment. About 10 seconds later, the engine stopped operating. The pilot elected to land back on the runway. Post-occurrence investigation revealed that after take-off, a piece of the exhaust pipe broke off and impacted the propeller which caused damage to one of the propeller blades. This caused a vibration which loosened the carburettor, and thus, the subsequent loss of engine power.
TBU	17-11-2024	ZU-ITS	Adamsfontein farm, 14 nm west of FAHV	CX4	Operation of Non-Type Certificated Aircraft	NC	0	The pilot reported that he departed FATP at 1530Z after conducting a pre-flight check with no anomalies noted. The 70-minute flight from FATP was uneventful. Upon arrival at Adamsfontein Farm, the pilot flew over the farm's airstrip for unmanned airfield joining procedure. The pilot elected to land on RWY28 to avoid the sun. During the landing roll before the tailwheel touched the ground, three sheep ran across the runway and the aircraft overran them. The pilot was not injured; however, the sheep were killed. The aircraft's wooden propeller and the right wheel spat were damaged during the accident.

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