



## Aircraft Occurrences October 2019

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.

Accident ref	Date of Occ	Aircraft Type	Registration	Province	Area of Occurrence	Fatalities	Circumstances	Type of operation
CA18/2/3/9823	02-10-2019	369E	ZS-HVO	GP	FAGC	0	The helicopter took off from Rand Airport (FAGM) destined for Grand Central (FAGC) when the accident took place. The PF transitioned the helicopter into autorotation at about 10 feet above ground level (AGL) from which control was lost. The helicopter went into an uncontrolled descent from which the tail rotor impacted the ground very hard and the tail boom was severed. The helicopter sustained substantial damage to the aluminum alloy skids and the tai-boom/rotor.	General Aviation and Operating Flight Rules
CA18/2/3/9824	02-10-2019	Windlass Aquilla	ZU-CVI	KZN	Grouteville Airfield	0	The flight instructor accompanied by a student pilot were conducting a training flight from Grouteville Airfield situated in KwaZulu Natal when the accident occurred. They took off from Runway 23 and climbed to 300 feet above ground level (AGL). Few minutes later, they experienced a partial engine failure. The PF established the aircraft in a glide mode whilst looking for a clear area below to carry out a forced landing. After finding an open space, the aircraft rolled over during the landing. No injuries were reported; however, the aircraft was substantially damaged.	Training
CA18/2/3/9825	02-10-2019	Jabiru J400	ZU- CRW	MP	FASC	0	On take-off run from runway 27, the aircraft accelerated to take-off speed. The pilot reported that during the climb phase at about 50 feet above ground level (AGL) the aircraft started to bank to the left. The pilot reported that the accident was as a result of him losing control of the aircraft due to a crosswind from the right-hand side that had caused the left wing to drop.	General Aviation and Operating Flight Rules
CA18/2/3/9826	10-10-2019	Piper 28	ZS-LCC	GP	Tedderfield Airport	0	The pilot reported that he was on a solo navigation flight when on landing at Tedderfield airport the aircraft landed deep and overshot the runway before the it impacts with a parameter fence and came to a halt.	Training
CA18/2/3/9827	05-10-2019	Ekolot Topaz	ZU-EXE	GP	Eagles Creek Aviation Estate	0	The pilot stated that aircraft lifted prematurely during a take-off run. He pushed the control stick forward to gain speed and that did no help and the aircraft impacted the runway hard resulting on the left and right gear failing. The aircraft veered off to the right of the runway before the nose gear failure and the aircraft stopped on the right side of the runway.	Operation of Non-Type Certificated Aircraft
CA18/2/3/9828	06-10-2019	Piper 28	ZS-EEZ	NW	Vryburg Airport	1	It was reported that the aircraft took off and made a turn whilst it was losing height before it impacted with a road and swerved to the left before impacting with a house.	General Aviation and Operating Flight Rules
CA18/2/3/9829	06-10-2019	Pioneer 330	ZU-MJB	GP	Krugersdorp aerodrome	0	The pilot reported that on the first circuit during landing roll, the left gear failed resulting on the left wing scraping the runway surface. The aircraft veered off to the left before coming to a stop 5m from the runway.	Operation of Non-Type Certificated Aircraft
CA18/2/3/9830	18-10-2019	Sinus 912	ZS-GZC	EC	Tarkastad	0	The pilot stated that aircraft started to vibrate, and he switched of the engine. He made an attempt to restart but the propeller was not moving normal and he again switched off the engine. He opted for a forced landing and on touch down the undercarriage failed. Substantial damage and no reported injuries.	Operation of Non-Type Certificated Aircraft
CA18/2/3/9831	20-10-2019	Cessna 402	ZS-OPF	WC	Ants Nest	0	It was reported that on touch down, the right-hand main gear collapsed, and the aircraft veered off to the right of the runway and the propeller struck the ground. Substantial damage and no injuries.	Commercial
CA18/2/3/9832	25-10-2019	R44 Raven II	ZT-RAL	GP	FAGM	0	The helicopter took off for an instrument let down re-validation check and an instructor oversight inspection. After completing all the re-validation checks, at approximately 300ft the pilot initiated a turn towards landing on runway 06. During the approach for landing, the low rotor rpm light illuminated, and horn sounded. The pilot lowered the collection but there was no effect. Since this occurred in a populated housing area, the pilot could not initiate autorotation. The pilot managed to fly the helicopter away from people on the ground and the helicopter crashed on Marjoram Avenue in Sinoville. All 3 occupants sustained minor injuries. The helicopter was destroyed.	Training
CA18/3/2/1284	05-10-2019	Pilatus PC12	ZS-TKA	GP	O R Tambo Airport	0	The pilot reported that they saw a black and yellow drone which was the size of the Pilatus PC 12 cockpit and they took evasive action to avoid collision.	Commercial
CA18/3/2/1285	06-10-2019	Avro 146/RJ85	ZS-TCP	WC	Cape Town International Aerodrome	0	The crew reported that they saw a fire warning of the number 3 engine and they switched it off before returning to FACT. The aircraft landed safely. Following the incident, the operator changed the fuel manifold assembly.	Air Transport Operations
CA18/3/2/1287	10-10-2019	Airbus A320	ZS-GAO	GP	FAOR	0	The crew reported that there was an oil leak during the #2 engine start and that was registered on the ECAM showing #2 engine drive generator (IDG) low oil pressure. They disconnected the IDG and went through the MEL which allowed the flight to continue. They taxied the aircraft and	Commercial



							took off. On climb they got a #2 engine gas generator exceedance on the ECAM. On reaching the cruise level, they noticed the #2 engine rapid loss of oil quantity. The crew requested an air turn back and landed safely. No damage and no injuries reported.	
CA18/3/2/1288	17-10-2019	Diamond DA20-C1	ZS-SJY	GP	Lanseria Aerodrome	0	The pilot reported that the nose wheel and tire assembly separated on landing and the aircraft skidded and came to a halt on the runway. He also reported that it was their third landing of the circuit training. Substantial damage and no injuries reported.	Training
CA18/3/2/1288	17-10-2019	Cessna 172	ZS-OB D	GP	Rand Airport	0	The pilot reported that the engine had an uncommented shut down due to a failed FADEC system. The pilot opted for a forced landing which was successfully carried out on an open field.	Training
CA18/3/2/1289	24-10-2019	Cessna 172	ZS-PRZ	GP	FAGC	0	An instructor and a student pilot took off from FAGC on a training flight with intentions to return to FAGC. The instructor stated that they were coming from the North and were cleared to join inbound at 6500ft for left downwind runway 35. There was another traffic (ZS-CBO) coming from South and was cleared to join left base at 6500ft. ZS-PRZ was overhead Mall of Africa when they realised that ZS-CBO was at their 12 o'clock position flying towards them. The student pilot had to pull up to avoid head on collision and they reported the incident to ATC. ZS-CBO did touch and go, continued to Vereeniging for a full stop landing. ZS-PRZ landed safe at FAGC. Both aircraft did not sustain any damage.	Training
CA18/3/2/1290	24-10-2019	King Air C90	ZS-OTK	WC	FAGG	0	An instructor and a student onboard a King Air C90 took off on a training flight from FAGG with intention to land back at FAGG. The student pilot stated that after engine start he noticed the co-pilot primary flight display (PFD) would not come on line. He re-booted it and it partially cleared and they continued with the flight. Once airborne at approximately 0615Z, the pilot noticed that the PFD cleared but shortly after that it failed again. Whilst stable in the cruise, the pilot tried to re boot the PDF's, but unfortunately nothing changed, which left him with having to re-input the routing information. They were routed to OKSET by ATC and entered the hold at approximately 0650Z with 2-minute legs, with right-hand turns. On turning inbound in the hold, the aircraft started yawing violently, rolling into the turn. The instructor took control of the aircraft. Initially, no control inputs made would bring the aircraft under control. The instructor managed to bring the aircraft under control, and they decided to route back to FAGG and landed safe. The aircraft did not sustain any damage. Both occupants did not sustain any injuries	Training

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