

**Aircraft Occurrences October 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	06-10-2021	ZU-SMP	FABW	Jabiru J430	Operation of Non-type Certified Aircraft	WC	0	According to the pilot, following full tank fuel upliftment, a pre-flight was conducted and the aircraft was set for departure for destination. Take-off roll from runway 08 was carried and began rotation at approximately 60kts and was uneventful. At approximately 70kts, the pilot began with lift off however the aircraft was struggling to attain a positive rate of climb. The aircraft began to veer towards the left of the runway as it began to loss height. It then contacted taxiway A hard resulting with a bounce on which it further overshot the taxiway and went through a barrier fence. The aircraft subsequently spun and faced into southerly direction as it came to a full stop.
TBA	06-10-2021	ZS-GSW	FAPS	Glider S10	General Aviation and Operating Flight Rules	NW	0	According to the pilot, during an approach for landing, the aircraft experienced strong turbulence. Landing approach was maintained and the glider while at close proximity to the ground experienced gust of wind which cause the unstable approach. The glider subsequently contacted the runway hard with the left landing gear first.
TBA	08-10-2021	ZU-EFW	John Western	Jabiru J430	Operation of Non-type Certified Aircraft	NC	0	According to the pilot, the flight en-route to John Western was uneventful. During base leg turn for the airfield, the engine started running rough. The pilot selected carburettor heat on and fuel pump on. The engine ran smoothly and shortly stopped thereafter. The pilot glided the aircraft to an open area which was 1nm south of John Western private airfield. The pilot further stated that there was a down draught encountered during the glide which reduced the glide distance. During forced landing the right gear broke off and the right-hand wing tip came to contact with the ground.
TBA	09-10-2021	ZS-CBB	FAWB	Piper 28	Aviation Training Organisation & Air transport operations	GP	0	According to the student pilot, he completed five circuits and landing on runway 29 without incident. During landing roll of the 6th circuit, the aircraft veered off to the left of the runway and came to stop at some distance from the edge of the runway towards near the intersection of 24 and 29. The aircraft's nose gear collapsed, and the propeller came to contact with the ground.



TBA	09-10-2021	ZU-ETK	Calvinia	Auto Gyro	Operation of Non-type Certified Aircraft	NC	0	According to the pilot, he stated that after 1 hour in the air when he was approaching the mountain on his fly path, he experienced a heavy down draught. The gyro did not have enough power to overcome the down draught. The gyro lost height and impacted the rocks. During the impact the rotors severed parts of the gyro. A post impact fire ensued and consumed the rest of the gyro. The pilot managed to escape the wreckage before it caught fire.
TBA	09-10-2021	ZU-RDX	Morning Star airfield	Rotorway Executive 162F	Operation of Non-type Certified Aircraft	WC	0	According to the pilot, during transition at 164 feet from the apron and at a height of about 10 feet above ground level (AGL), he heard a loud thud coming from the engine compartment which was followed by an immediate loss of power. The aircraft yawed to the left while impacting the ground with the left skid gear. A dynamic rollover followed, and the main rotor severed the tail boom. The helicopter came to rest on its right side. The pilot and passenger exited the helicopter unassisted.
TBA	10-10-2021	ZU-CGH	Altona private farm	Zodiac 601 UL	Operation of Non-type Certified Aircraft	WC	0	According to the pilot, during landing in the easterly direction the aircraft veered off to the right of the runway. The pilot was unable to maintain direction of the aircraft and it went into the crops vegetations and came to a halt. The pilot further stated that, during the walk around after the excursion, he noticed a punctured right-hand wheel.
TBA	10-10-2021	ZU-STB	FAMO	Sling 2	Aviation Training Organisation & Air transport operations	WC	0	According to the pilot, he completed 3 uneventful circuits and landing. The fourth circuit was a go around. During the 5th circuit while landing on runway 28, the aircraft vacated the runway to the right and ended about 4m from the edge of the runway. The pilot further stated that the approach was stable and during touch down the aircraft porpoise for approximately 3 times. As a result, the heading direction was lost to the damaged nose gear, and aircraft veered off the runway.
TBA	13-10-2021	9H-VJM	ACSA	Bombardier BD-700-1A10	Operation of Larger aircraft	GP	0	From available Close Circuit Television (CCTV) footage it could be seen as the aircraft approached the gate it started to close; the crew did not stop. It could not be determined yet if the crew did not see the gate closing or if they were under the impression
TBA	18-10-2021	ZS-PWH	Botlieskop farm	Robinson R44	General Aviation and Operating Flight Rules	WC	0	During flight the pilot heard a banging noise from the engine followed by vibration. The pilot then conducted a precautionary landing on the beach near Mossel Bay. The NSRI reported to the scene for assistance with recovery as the tide was approaching.



TBA	12-10-2021	ZT-WWE	Seriti mine	DJI UAV Matrice 200	Remotely Piloted Aircraft Systems	MP	0	The drone disconnected around 1644 at 3.4 kilometres from the home point out of line of sight. The drone did not reconnect or even after the return home transmission (RTH) was engaged. The drone had approximately 53% battery endurance when contact was lost and was not recovered.
TBA	23-10-2021	ZU-CYK	Bathawk city private Airstrip	Bantam B22J	Operation of Non-type Certified Aircraft	MP	0	The pilot stated that take-off was uneventful, however, approximately 2 nautical miles after take-off the aircraft experience a rough running engine and few seconds later the engine stopped. The pilot stated that she identified an open field and decided executed an emergency landing. The field which the aircraft landed on was land prepare for macadamia tree plantation and it had small holes. The nose gear got stuck in one of the holes and the aircraft nosed over and came to rest in an inverted attitude.
TBA	22-10-2021	ZU-FLA	Geelbos farm private airstrip	VL-3 Flamingo	Operation of Non-type Certified Aircraft	MP	0	The pilot stated that he was coming in for landing on runway 18 with a constant wind of 13-15 knots (kts) and wind direction of approximately 350 degrees and his airspeed was 65kts. On short-short finals, there was a sudden drop in altitude and flurry of small raindrops causing a hard landing. After touching down on the runway, the aircraft bounced 3 times and on the third touchdown the aircraft landed hard. The left main gear and the nose gear collapsed. The aircraft came to rest on the left side of the runway.
TBA	23-10-2021	ZS-AVB	FATA	Cessna T210L	General Maintenance Rules	GP	0	The pilot stated that on landing at FATA, he forgot to lower the landing gear and the landing horn came on at approximately 10 feet above ground level (AGL). The pilot also stated that it was too late to do a go-around, therefore, he elected to land the aircraft on its belly.
TBA	27-10-2021	ZT-UVW	Middleburg Aerodrome	Mavic 2 Pro	Remotely Piloted Aircraft Systems)	MP	0	On 27 October 2021, a drone was flying to record a blast at Graspan near Middleburg. The blast was initiated, and a flying rock collided with the drone which was flying 400 feet above the block that was being blasted. After collision with a flying rock connection to the drone was lost. The blast area was searched for the drone, but it was not found. It is possible that the drone is buried under the blast material.
TBA	28-10-2021	ZS-UKU	FAKT	KR-2	Operation of Non-type Certified Aircraft	GP	1	According the first eyewitness at FAKT, the aircraft was observed executing a few aerobatic manoeuvres and had later joined the base leg pattern in preparation for landing on Runway 01. The second eyewitness who was located to the south of the accident side on a farm observed the aircraft at an estimated height of 800 feet (ft) above ground level (AGL) on base leg. The aircraft then made a steep turn to the left for final approach at high speed after which the left wing broke and fell into his yard. The aircraft consequently entered a spin with no visible sign of any recovery attempt. The aircraft disappeared from his sight and that was followed by a loud bang approximately



								750 metres from where he was positioned. The aircraft had struck the ground at an approximate 35-degree
TBA	30-10-2021	ZS-PMT	FALA	Cessna	General Aviation and Operating Flight Rules	GP	0	The pilot stated that on approaching Romeo Delta (RD), reporting beacon, at an altitude of 6500 feet the manifold pressure started dropping and the airspeed was decreasing. The pilot then started fault finding procedure and turned on the carb heat, fuel selector on both tanks, mixture to pushed to rich but there was no change. He also indicated that the throttle appeared to be inoperative as if there was no tension in the cable. The manifold pressure remained low, and RPM remain unchanged regardless of the throttle position. The pilot contacted Rand ATC and advised them of the situation, and they cleared the aircraft for runway 11 but the pilot realised that they were not going to reach runway 11 and decided to execute a forced landing. The open field he chose was sloping down, rocky, and full of trees on the edge of the river. The aircraft only contacted a rock before flying into fallen tree and impacting one big branch with the right-hand wing and crashing near the riverbank. Post impact fire ensued while the pilot and passenger were still inside. They managed to escape before the fire intensified but suffered impact and burn injuries.
TBA	03-10-2021	ZS-SWX	Buffelspoort dam	Traveller AA-5	General Aviation and Operating Flight Rules	GP	0	According to the pilot, 30 minutes into the flight at 6000ft while overhead Buffelspoort dam, the aircraft's engine cowling departed from its attachment position and fell to the ground. No further damages were caused by the cowling during the incident.
TBA	05-10-2021	ZS-SWP	FABW	Piper PA44-180	Aviation Training Organisation & Air transport operations	WC	0	According to the pilot, two circuits were conducted uneventfully, and the aircraft came back for the third touch and go circuit. During a touch and go rotation, the aircraft collided with a wildlife (antelope) with one of its landing gears. The instructor aborted the flight and landed the aircraft safely. The aircraft was taxied the aircraft safely to the operator's maintenance facility hangar. The aircraft was inspected the next morning and was found to have sustained minor damages on the left main landing gear.
TBA	10-10-2021	ZT-GZG	FALQ	Motor Glider S-12	General Aviation and Operating Flight Rules	KZN	0	According to the pilot, during landing in the westerly direction he experienced a crosswind of about 10 knots from the south. The pilot was unable to maintain runway heading and veered off to the right of the runway into a cultivated field.
TBA	13-10-2021	ZS-RNH	Gqeberha	Robinson R22 Beta	Aviation Training Organisation	EC	0	According to the safety manager, he stated that while the student was hovering at low height in ground effect. The helicopter experienced loss of engine rpm. The instructor and the student pilot throttle grips were unresponsive. The



					& Air transport operations			helicopter impacted the ground but landed safely. During inspection it was found that the throttle linkages that gives input to the correlator had broken off. The broken linkage prevented the instructor nor the student to regain control of the engine rpm.
TBA	13-10-2021	ZS-PUR	FAVG	Cessna 152	Aviation Training Organisation & Air transport operations	KZN	0	According to the instructor, he stated that during the return leg while flying at a height of approximately 1 500 feet above ground level (AGL), the engine started running rough which was followed by an oil pressure indication dropping. The engine subsequently stopped in-flight, shortly thereafter with an oil indication now showing zero. The instructor selected a suitable area to perform an emergency landing which was an open field in the Old Durban International Airport and managed to glide safely to the ground.
TBA	14-10-2021	ZS-IOP	FAGM	Cessna 150	General Aviation and Operating Flight Rules	GP	0	The pilot reported that on departure, he had a total of 80 litres of fuel in tanks and the trip required 60 litres. During flight the aircraft engine performance started degrading and the pilot elected to perform a precautionary landing at a semi-prepared field approximately 3 NM southeast of FAGM. The aircraft was inspected by the AMO the following day, refuelled, and flown out successfully back to Rand airport without further incident.
TBA	24-10-2021	ZS-KNG	FAWB	Cessna 402C	Aviation Training Organisation & Air transport operations	GP	0	The instructor stated that during the landing roll, it felt like they had a tyre burst and they reported that to FAWB ATC. The ATC then reported the occurrence to IOC and on follow-up with the pilot, it was discovered that the left-hand torque link bolt had come off due to a missing nut. A piece of split pin was still inside the bolt hole and the bolt was still attached to a brake hose with a P-clamp. The aircraft came to rest on the left side of runway 29.
TBA	20-10-2021	ZS-HNB	FAUP	Bell 412EP	General Aviation and Operating Flight Rules	NP	0	While en-route to Kinshasa Airport, approximately 10 minutes into the flight and while in the cruise, the left rear window popped outward from its frame. The crew descended to the vicinity of where the event occurred to search for the missing window but were unable to locate it.