

Aircraft Occurrences October 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	04-10-2022	ZS-FYY	FAWN	PA-28R-200	Aviation Training Organisation	WC	0	The pilot reported that they started the training with a vectored Instrument Landing System (ILS), Go Around from Decision Height, and a visual reference flight (VRF) flight to FAWN, from there they went to the GFA (D69) for upper air work focusing on stall and simulated forced landings. On returning to FAWN, they did circuit emergencies which included flapless approaches, glide approaches, and short field landings. All the landings before the serious incident were good and the SP performed all the required circuit checks, including final checks which included confirming gear down with three greens. During the first short-field landing attempt, the SP flew an unstable approach, that resulted in a go-around initiated by instructor. During the go-around, after take-off checks were done correctly but when levelling off at circuit altitude, the SP forgot to set circuit power during downwind which resulted into high airspeed for gear and flap extension. The rest of the downwind checks were done as normal. During final approach the instructor was focusing on the SP's performance as he did not want to get into same situation as during the last approach. During short field landings, an approach speed of 85 knots (kts) was flown on the back of the drag curve with a high-power setting which does not activate the gear retraction warning until the throttle is closed. The throttle was closed during the round out which was too late for them to initiate a go around. They missed final approach checks and that led to landing with the undercarriage still retracted.
TBA	06-10-2022	ZT-XSZ	Witbank	Remotely Piloted Aircraft	Remotely Piloted Aircraft operations	MP	0	The operator reported that the RPA was launched and whilst flying along a railway line to commence with the surveillance work connection was suddenly lost between the RPA and the control unit. The RPA crashed moments later. Post-accident, it was found that the battery terminal had burnt, which caused the RPA to lose connection and power. The battery terminal burnt, which caused the RPA to lose connection and power.
TBA	19-10-2022	ZS-RBM	Ozabeni Game reserve	R22 Beta	Agricultural Operations	KZN	0	The pilot reported that while conducting game capturing operations with the helicopter doors removed until it started raining. He then landed back at the remote base with the intention to re-fit the doors and adjust the capture boma. He lowered the collective and rolled the throttle to the off position, then applied both cyclic and collective friction with the engine set to idle. The pilot then disembarked the helicopter and ran to fetch the doors which were lying approximately 8 meters away from the helicopter. He then heard the engine RPM pick up and the helicopter lifted off into the air briefly before banking over to the right. The main rotor blades made contact with the ground and the helicopter crashed then came to rest on its right side with substantial damage.
TBA	20-10-2022	ZS-IEI	FAVG	PA28A	Aviation Training Organisation	KZN	0	The pilot reported that the flight to the GFA was uneventful however the approach back at FAVG was unstable. The aircraft landed to the left of centre line and applied right rudder to recentre the aircraft. The aircraft ballooned then landed hard nose gear first and the pilot lost directional control. The propeller and right-wing tip made contact with the runway surface before coming to rest to the left of RWY05. The aircraft sustained damages to the nose gear, propeller, and right wing. There were no reported injuries and the pilot disembarked without assistance.
TBA	22-10-2022	ZU-EYK	Altona Airstrip Klipheuwel	S10-Sakota	Operation of Non-type Certified Aircraft	WC	0	The pilot reported that a pre-flight inspection was conducted on the aircraft at Morning Star aerodrome and no anomalies were noted. The aircraft took off and commenced with its route to Altona Airstrip. The aircraft landed on runway 09 at Altona Airstrip but during the landing roll, the right wing made contact with the maize crops on the side of the Runway 09. The aircraft ground looped, faced North



								and veered off to the left of the runway during which the left main landing gear broke off and the aircraft stopped on the left side of the runway.
TBA	09-10-2022	ZU-IBE	FAKT	Jabiru J170	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that a pre-flight inspection was conducted, and all was in order. Take-off was uneventful and the aircraft flew to FAKT. Upon reaching FAKT the pilot joined overhead from the north at 6100feet(ft) and descended to 5600ft for runway (RWY) 01. The pilot completed downwind checks and further tested brake pressure which was normal. The pilot then decided to extend the downwind approach to allow a longer final. During base leg the airspeed was significantly higher at 75knots. An early turn for final was executed to account for approach for right crosswind as indicated on the windsocks. Approach was at 65kt at 300ft above ground level (AGL). According to the pilot, the aircraft approach speed was 65kts and the aircraft floated for approximately 150 meters before it touchdown pass the threshold. The aircraft touchdown was with the right-hand side main landing gear first which was intended to compensate for a crosswind. Upon all three landing gears have touched down; brakes were immediately applied to aircraft speed and deceleration was felt. The aircraft passed the aerodrome clubhouse without been decelerated to an acceptable speed. The pilot then considered a decided to execute a bulked landing as there was insufficient runway length remaining to commence aircraft to the right-hand side of the runway with intension to slow the aircraft on the grass and also to avoid collision with a perimeter fence of the airfield at the end of the runway. Upon exiting the runway, the nose landing gear contacted an uneven surface and broke off causing the nose section to drop and the propeller strike the ground and causing a sudden aircraft stop. The aircraft came to a full stop at a nose down attitude. The aircraft sustained damages to the nose landing gear, the propeller, and the bottom part of the nose section.
TBA	06-10-2022	ZS-GKL	FAKD	LS1 Glider	General Operating and Flight Rules	NW	0	The pilot reported that a glider after it was released from a tug headed towards Viljoen's Kroon in the Free State province soaring between 8 000 and 14 000 feet (ft). On returning to the departure aerodrome late in the afternoon after 5 hours and 36-minutes flight time, the glider lost lift/thrust due to the absence of thermals. The pilot elected to perform a precautionary landing on a private farm approximately 20 kilometres (km) Northwest of Klerksdorp Aerodrome (FAKD). During the landing at 1915Z, the glider's port-side wing hooked the maize crops and it ground looped damaging the undercarriage and the port-side wing.
TBA	28-10-2022	ZS-FOR	FAWB	P28-140	Aviation Training Organisation	GP	0	According to the student, three successful touch and go's on RWY 29 were conducted and during the fourth touch and go, the approach appeared to be a bit higher than previous ones. The flap setting was set at full flaps (40°) while the indicated airspeed was at 70 knots (kts). The aircraft ballooned and during touch down it impacted hard on the runway surface. Whilst on landing roll, the aircraft veered off to the left of the runway, the pilot tried to correct with right rudder input, and this was in vain. The aircraft exited the RWY on the left into the unprepared surface. The nose gear dug in the soft ground and broke off, making the propeller blades to encounter the ground and the engine stopped thereafter. The aircraft skidded for some distance before coming to rest.
TBA	26-10-2022	ZT-XWX	Suncity	RPA	Remotely Piloted Aircraft operation	NW	0	The pilot reported that the RPA took off as expected and climbed to operating altitude of 200 feet. The pilot stated that there was a point the control screen would freeze, which was a normal occurrence. The pilot later activated the return-to-home (RTH) and waited for the RPA to return. About 10 minutes later after the RTH was activated and with no sign of the RPA, the pilot decided to drive in the direction of the RPA route and could not find the RPA.
TBA	31-10-2022	ZU-EWZ	FATP	KR-030 Topaz	Operation of Non-type Certified Aircraft	FS	0	According to the pilot, the take from departure airfield was uneventful. Whilst enroute and inbound FATP at approximately 5 nautical miles (nm) away, the pilot experienced an abnormal engine vibration, and that the aircraft was encountering difficulty in sustaining altitude. Shortly thereafter, one of the three propeller blades disintegrated and separated inflight, which was followed by an engine stoppage. The pilot throttled back and conducted engine shutdown. The aircraft was configured to enter a glide approach and due to distance out, the aircraft came short in making Runway 28 and



								ended on the open field. During landing roll the nose gear dug in the soft ground and broke off, resulting in one of the remaining two propeller blades to encounter the ground and broke off.
TBA	19-10-2022	ET-ANN	FACT	777-260LR	Operation of Larger aircraft	WC	0	According to the information received from ACSA the airlines forward them one day prior to arrival the aircraft type and registration. In this case they have received it to be a Boeing 777W (widebody). Meaning it could have been either a 777-300 (length 73.9m – 242ft) or a 777-200LR (length 63.7m – 209ft). On the morning of 19 October 2022 ACSA was informed that the aircraft type has changed to a Boeing 787-900. After the aircraft landed the ACSA Ramp office was informed it is a Boeing 777. This information was forward to the marshaller. After landing at FACT, the crew was instructed by ACSA ground control (122.65MHz) to taxi to parking bay A3, which can be seen in Figure 1. The airbridge was stationed at the correct position as per the ground markings. The aircraft was marshalled to the nose wheel marking on the apron area of a Boeing 777-300 and not that of the 777-200. With the 777-300 being 10m longer than the 777-200 the No. 1 engine (left side) collided with the airbridge lower section, which have caused damage to the engine cowling. The airbridge was also taken out of service as several of the motion sensors were damage on impact. According to the available information the marshaller vacated his position after the incident and obtained medical attention in the form of counselling. It is unknown when it will be possible to interview him to obtain his statement. The incident was captured on CCTV footage, which was impounded by ACSA. All parties concerned have opened their respective investigations on this

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Last date of update: 20 December 2022