

### Aircraft Occurrence October 2023

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	01-10-2023	ZS-MTM	Waterberg	T210N	General Operating and Flight Rules	LIMPOPO	0	It was reported that the aircraft was engaged in a private flight with a pilot and two passengers on-board from Varkfontein private farm near Waterberg in Limpopo province. Whilst approximately 5 nautical miles after take-off, the aircraft experienced an engine power loss. The pilot surveyed the surrounding area and identified an open field on a private farm ahead of the aircraft's path. The pilot broadcasted on the radio, stating that his aircraft experienced an engine power loss and that he is intending to execute a forced landing on an identified open field on a private farm ahead. During the forced landing, the aircraft made contact with three treetops along its route; the first contact was on the fuselage followed by the left wing whilst losing height rapidly. The aircraft impacted the ground and skidded on the grass for approximately 70 metres. The right-wing tip collided with a tree stem and the aircraft spun clockwise then came to rest in the northerly direction. The aircraft was substantially damaged during the landing sequence.
TBA	05-10-2023	ZS-GWN	FAPS	Astir CS 77	General Operating and Flight Rules	NW	0	The glider was aerotowed into the air, after release from the aerotow, the pilot tried to thermal, but was unsuccessful and fell out of the gliding range of the aerodrome. The pilot opted for an out landing but there was no sufficient out landing field in reach, so he chose to land in a rocky field. During landing, the undercarriage and the right wing sustained damage after impacting the rocks.
TBA	05-10-2023	ZU-ITA	Ceres	Tornado S	Operation of Non-type Certified Aircraft	WC	1	According to available information, the pilot was the sole occupant on-board the aircraft with registration ZU-ITA. He took off on a private flight from Stellenbosch Aerodrome (FASH) with the intended destination being to land at New Tempe Aerodrome (FATP) near Bloemfontein. The pilot landed at Ceres Aerodrome (FACE) at approximately 1300Z according to an eyewitness. The eyewitness, after hearing the aircraft's engine revolutions per minute (RPM) assessed them as being at maximum for short periods. This RPM sequence repeated itself several times. It appears the pilot was making adjustments to the engine. Approximately 2 hours later, the eyewitness saw the aircraft take-off from FACE in a south-westerly direction. Shortly after the aircraft became airborne, the engine became silent and then restarted; it became silent and restarted again. At that stage, the pilot made a 180° turn, whereafter, the left wing dropped. The pilot appeared to recover the aircraft but then the right wing dropped. The aircraft impacted dense vegetation in a nose down attitude and came to rest in an inverted attitude. The eyewitness telephoned the police.
TBA	06-10-2023	ZS-CFN	Varkfontein farm	SR22	General Operating and Flight Rules	KZN	0	According to the pilot, he followed the unmanned aerodrome approach procedure and made the decision to land on Runway 29. The runway was 1 080m long with a gravel surface. This was the pilot's first landing at this aerodrome. The pilot stated that the

								aircraft touched down deep, and he made the decision to perform a go-around. He applied full throttle (maximum power) but the aircraft was behind the drag curve at that stage already and he failed to sustain flight. The pilot executed a forced landing which resulted in substantial damage to the aircraft.
TBA	10-10-2023	ZU-ITU	FABW	Safari	Operation of Non-type Certified Aircraft	GP	0	According to available information the pilot was accompanied by a passenger. They board the aircraft with registration ZU-ITU for a private flight and departed Beaufort West Aerodrome (FABW) with their intended destination being Upington Aerodrome (FAUP). The flight was conducted during VFR conditions by day, under the provisions of Part 94 of the CAR of 2011. The pilot stated after take-off he climbed to 7 500 feet. Shortly after reaching his cruising altitude the engine manifold pressure started to decay and the engine started losing power. The pilot opted to perform a precautionary landing on the R381 road, which is the road between the town of Loxton and Beaufort West. The pilot stated that during the landing he lost directional control of the aircraft and it veered to the left and impacted with rocky terrain next to the road.
TBA	11-10-2023	ZS-JTW	FAKS	PA-25-260	Aviation Training Organisation	FS	1	According to available information the pilot was the sole occupant on board the aircraft with registration ZS-JTW. She was engaged in a training flight to obtain her initial Agricultural Spray Rating. She took off from Kroonstad Aerodrome (FAKR) with the intention to land back at the same aerodrome. The flight was conducted during VFR conditions by day, under the provisions of Part 141 of the CAR of 2011. The pilot was engaged in circuit work when the accident occurred. According to the Police official on the scene the aircraft touched down in an open piece of land in a wing level attitude. During the landing sequence the main landing gear (tail dragger) broke off and the aircraft skidded for some distance on its lower fuselage. It travelled over a gravel road (see Figures 3 and 4) and impacted with an embankment next to the road. It remained in an upright position. Once the wreckage came to rest a fire erupted, which consumed the aircraft.
TBA	14-10-2023	ZS-UJM	FASI	Jodel F12A	Operation of Non-type Certified Aircraft	GP	2	A video footage from the bystanders at FASI showed the aircraft in a catastrophic in-flight breakup. Subsequently, the aircraft entered an uncontrolled descent and crashed on an open field next to Runway 32 at FASI. The Aeronautical Rescue and Co-ordination Centre (ARCC) was notified of the accident, and they subsequently informed the South African Police Service (SAPS) and the Emergency Medical Service (EMS) personnel who swiftly responded to the site.
TBA	20-10-2023	ZS-PMK	FAWB	Cessna C172M	Aviation Training Organisation	GP	0	According to the student pilot, she took off and routed to the general flying area where she conducted an exercise consisting of medium turns, climbing turns and descending turns. All was uneventful. After completion the exercise, she returned to the FAWB for a full stop landing. During the return leg, she stated that she had problems with the radio as she could not transmit, although she could receive transmissions. She then selected a squawk code (7600) for radio communication failure (RCF). When she was established for final approach on Runway 29 with an indicated airspeed (IAS) of 70 knots and flaps were lowered to 20°. She stated that during touchdown, the aircraft bounced as the speed was too high. A second bounce followed whereby the aircraft lost directional control and veered off to the left of the runway into the grass area. During the ground roll, the nose wheel dug into the soft ground. This resulted in the aircraft nosing over; it came to rest in

								an inverted position. A crash alarm was activated and, shortly thereafter, the airport rescue and firefighting (ARFF) personnel dispatched to the accident scene with the emergency medical service (EMS) personnel.
TBA	21-10-2023	ZS-JKE	FABL	Sundowner C-23	General Operating and Flight Rules	FS	1	According to the safety pilot (who is a Commercial Pilot Licence holder), in the morning of the accident at 0605Z, the tower was not manned. After the pilot had completed the pre-take-off checks, he taxied and lined up for Runway 02. During take-off, the engine power was degraded. The take-off was then aborted, and the aircraft taxied back to the apron. The crew called a technician on the telephone to help with the problem. After the engine was checked (connection of magnetos) by the pilots, the aircraft taxied to perform another take-off again. After take-off whilst at 350 feet above ground the engine, the engine ran rough and RPM increased to 2 400 before it lost power; thereafter, the aircraft then lost height. A developed area was ahead of the aircraft's path at the time. The pilot steered the aircraft to the right to perform a forced landing on the open field. The aircraft impacted the ground and the post-impact fire ensued and consumed the majority of the aircraft. The fire ignited the grass and caused veld fire.
TBA	14-10-2023	ZT-RLP	Lephalale	R44 Raven II	General Operating and Flight Rules	LIMPOPO	0	According to the pilot, he stated that during a turn whilst at low height of 450 feet above ground level (AGL), the engine lost power which was followed by a loss of height. The pilot entered an auto rotation to perform an emergency landing. During the descend just before touch down, the main and tail rotor blades contacted with the tress and the helicopter landed hard on its skids.
TBA	26-10-2023	ZT-RBU	Marataba mountain lodge	R44 Raven II	General Operating and Flight Rules	LIMPOPO	0	According to the pilot, he stated that during final approach to the landing zone (LZ), whilst at 200 feet above ground level (AGL), the engine lost power and a low rotor revolution per minute (RPM) light illuminated and aural warning sounded. The helicopter then lost height rapidly and the pilot entered an auto rotation to perform a forced landing. During the touch down, the helicopter impacted the ground hard resulting in the main rotor blades severing the tail boom. The helicopter rolled on its right-hand side before coming to rest.
TBA	26-10-2023	ZU-MWG	Zandspruit	SC01 B-160	Operation of Non-type Certified Aircraft	LIMPOPO	1	According to the reporter, the aircraft landed too deep on Runway 35 and the pilot attempted a go-around but was unsuccessful and the aircraft collided with a tree which was approximately 25 metres from the centreline of runway 17 threshold.
TBA	27-10-2023	ZU-TFA	FAOH	V.B-560	Operation of Non-type Certified Aircraft	WC	0	The pilot-in-command reported that during landing on Runway 22 at FAOH, all was well. However, when they backtracking to Runway 22 for another take-off, the nose gear collapsed, and the propeller struck the ground followed by right-hand gear which also collapsed. The aircraft came to rest on the runway. The aircraft sustained damage to the propeller blades, engine cowling, nose gear doors, and the right-hand wing tip fairing.
TBA	28-10-2023	ZS-MKY	FAWA	PA 28-180	General Operating and Flight Rules	LIMPOPO	0	The pilot reported that during descent to land at FWA, the aircraft experience a reduction in engine revolutions per minute to 1500 and it stayed at that RPM. The pilot stated that he performed engine power loss procedure and he also tried to switch fuel tank selection, but to no avail. He identified an open field to perform an emergency landing. The aircraft nose gear collapsed during landing on a ploughed field. The aircraft sustained damage to the propeller blades, engine cowling, and the right-hand wing tip.



*Last date of update: 16 November 2023*