

### Aircraft Occurrence October 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	01-10-2024	ZS-LCC	Mafikeng Aerodrome (FAMM)	PA-28-181	Aviation Training Organisation	NW	0	The student pilot reported that she took off from FAMM to the general flying area; the flight was uneventful. The aircraft landed hard on Runway 22, and it bounced before it stopped.
TBU	03-10-2024	ZU-RHN	De Ben Private Strip, to De Ben Private Strip	Calidus 09	Operation of Non-Type Certificated Aircraft	NC	0	The pilot stated that he performed a pre-flight inspection on the Gyro and no anomalies were noted. The pilot had planned for a one-hour flight. He taxied the Gyro to the beginning of Runway 35. He then opened the throttle to full power and commenced with the take-off roll. The main rotor blades started flapping whilst midway on the runway and the pilot lost directional control of the gyro. It veered off to the left and was found resting on its left side.
TBU	04-10-2024	ZU-ORI	Left of Runway 11 at FATA	VL-3TE-915	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that the flight was uneventful, however, on his return to FATA, he noticed the presents of crosswind from the right, and thus, elected to use Runway 11. The aircraft landed with the nosewheel first, which caused the nose gear strut to break and the propeller to trick the runway surface. The aircraft sustained substantial damage. The pilot was unharmed.
TBU	07-10-2024	ZS-OBD	Baragwanath (FASY)	Cessna 172P	Aviation Training Organisation	GP	0	The student pilot was the pilot flying and on arrival they performed two touch and go landing exercises on Runway 13. On their third circuit during a climb at approximately 80 feet, the student exceeded the normal climb angle of attack, and the aircraft stalled. The FI tried taking control of the aircraft and recover, unfortunately the SP was frozen on the controls and the aircraft lost height rapidly. It crashed hard resulting in substantial damages to the nosewheel and right main gear, propellers and the airframe.
TBU	07-10-2024	ZU-CMZ	Rhino Park Aerodrome	Jabiru J400	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that the flight from FAKT to Rhino Park Aerodrome was uneventful. During landing at approximately 1030Z on Runway 27, the pilot flared too early resulting in the aircraft landing with the nosewheel first. The aircraft sustained damages to the nosewheel gear and a propeller strike.
TBU	08-10-2024	ZU-TAE	Thabazimbi Aerodrome (FATI)	Sling 2	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	The pilot stated he departed Panaroma Aerodrome at 0545Z and the flight to FATI was uneventful. On arrival at 0710Z the pilot spoke to a departing aircraft which said the runway in use was 07 and that the wind was south easterly. On final approach for Runway 07, the aircraft had full flaps and as he was flaring, the aircraft lifted as if it was experiencing a gust from the right. He applied full power in order to initiate a go-around but lost control during the initial climb. The left wing impacted the ground, and the aircraft swung around and crashed 30 m to the left of the runway. The aircraft sustained serious damages to undercarriage, wings and the propellers blades.



TBU	05-10-2024	ZU-JBA	Ermelo Aerodrome (FAEO)	Jabiru J400	Aviation Training Organisation	MP	0	The training flight was conducted under visual meteorological conditions (VMC) by day under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended. They started the circuits at 0735Z on Runway (RWY) 13 and at 0850Z they touched down hard. The FI said he noticed the aircraft was leaning to the right during a take-off roll and then he instructed the SP to stop the aircraft. Upon inspection they found that the right main gear strut was cracked. They stopped the training and taxied the aircraft to the hangar.
TBU	10-10-2024	ZS-CWK	De Aar Aerodrome (FADA)	Yak 52	Operation of Non-Type Certificated Aircraft	NC	0	At approximately 1140Z the pilot requested and was given clearance to backtrack on Runway 02 to line up and wait for departure clearance to FADA. During taxiing the pilot stated that he felt the brakes were spongy and he advised tower of the situation and requested to turn back. Tower approved the request and sent emergency vehicles to assist but when they arrived at the aircraft, they found that it had veered to the left and exited the runway while trying to make a 180-degree turn near the threshold. The aircraft failed to brake and impacted the barrier fence resulting in damages to the propeller and lower part of the vertical stabiliser.
TBU	10-10-2024	ZS-MCY	N5 National Road at approximately 11 nm west of Senekal area	Bech Bonanza BE58	General Operating and Flight rules	FS	0	According to the pilot's report, a thorough pre-flight inspection was conducted on the aircraft, with no anomalies detected. The aircraft had a fuel endurance of two (2) hours. Take-off was uneventful, and the pilot commenced a private flight to FATP. During the cruise at approximately 50 nautical miles west of FABM, the aircraft experienced a dual-engine power loss. The pilot assessed the cockpit instruments and noted a low fuel condition. As altitude decreased rapidly, he evaluated the surrounding area and identified open fields, specifically private farms near National Road N5, as potential landing sites. The pilot aimed for a forced landing on N5. During the final approach, he discovered that the landing gear was inoperative and unable to extend. Given the limited altitude for executing an emergency gear extension, the aircraft executed a wheels-up landing, resulting in the propellers contacting the ground and sustaining damage. The aircraft came to a halt off the side of the roadway, incurring substantial damage.
TBU	10-10-2024	ZU-KFJ	Pilot's private farm Airstrip in the area of Vrede	Sling 4 High Wing	Operation of Non-Type Certificated Aircraft	MP	0	According to the pilot's report, he took off from his private farm airstrip for a local private flight. Upon return during landing the aircraft experienced significant crosswinds from the right-hand side which caused him to lose the directional control of the aircraft and veered off from the runway. The aircraft nose wheel went into the farrow and got caught and broke off causing the aircraft to flip over and come to a full stop at an inverted position facing in the direction it came from. The aircraft sustained substantial damages, and the pilot was able to exit the aircraft unassisted with minor back injuries. He was then taken to the nearby Hospital for a thorough medical assessment.
TBU	12-10-2024	ZS-FTP	At Sterkfontein DMA near Magalisberg mountains	PA-28-180 Cherokee	Aviation Training Organisation	GP	0	According to the FALA air traffic controller reporting, at approximately 1056Z, the aircraft took-off for a training flight in the general flying area (GFA). The then aircraft reported outbound at approximately 1101Z. Later at 1113Z the crew contacted FALA tower and declared an emergency due to an engine failure. A few moments later the aircraft disappeared from the radar screen. The DESTRSFA was declared, and the Aeronautic Rescue Coordination Center (ARCC) was notified to initiate a search for the missing aircraft at the last recorded Global Positioning System (GPS) coordinates. The aircraft was discovered at approximately 1130Z. aircraft sustained substantial damages, and the two occupants were rescued from the wreckage and found to have sustained serious injuries during the accident sequence. They were later taken to Hospitals; one was airlifted by an air ambulance and the other by road through an ambulance.



TBU	16-10-2024	ZS-SUJ	Wonderboom Aerodrome (FAWB)	Cessna C172K	Aviation Training Organisation	GP	0	The student pilot stated that during the approach for landing on Runway 06, the aircraft was gliding at a speed of 70 knots. Upon flaring, he executed the maneuver too high, resulting in a hard landing that caused the aircraft to bounce multiple times. The nose landing gear made initial contact with the runway, collapsing backward and allowing the propeller to strike the surface, resulting in bending damage. The aircraft continued to skid on the nose gear tire and the strut until coming to a halt approximately 380 meters from the point of initial contact, slightly left of the runway centerline. Damage was noted to the nose landing gear strut, potential bending of the main landing gear spring strut outward, and the propeller blades. The student pilot was unharmed and exited the aircraft unassisted.
TBU	15-10-2024	ZU-RGR	22°59'50" South 29°54'264" East.	M-24 Orion	Operation of Non-Type Certificated Aircraft	LIMPOPO	1	According to the report, the pilot departed Nelspruit Aerodrome at approximately 0630Z to the Musina area. The last contact with the pilot was at 0730Z while flying overhead Louis Trichardt (Makhado) area. At approximately 0900Z they attempted to contact the pilot expecting him to have arrived, but they could not establish any contact. Several attempts were made between Tuesday and Wednesday, and all was in vain. The aircraft never arrived at destination and a Search and Rescue was then activated. In the early hours of the morning of Thursday, 17 October 2024, the Aeronautical Rescue Coordination Centre (ARCC) was alerted about a gyrocopter that went missing after a private flight on Tuesday, 15 October 2024. The ARCC promptly initiated the official search and rescue operation to locate the missing pilot, collaborating with the South African Police Service Airwing, Search and Rescue South Africa (SARZA) (a volunteer search and rescue unit), local pilots, and ground assistance. The aerial search and rescue (SAR) operation, which utilised drones and a South African Police Service (SAPS) aircraft, located the wreckage of a light aircraft that matched the description of the missing gyrocopter in the primary search area on 18 October 2024 at approximately 1400Z. The aircraft was found destroyed by fire and the pilot, who was the only occupant, was found to have sustained fatal injuries in the accident. The scene has been handed over to the SAPS and the SACAA Accident and Incident Investigation Division for further investigation.
TBU	17-10-2024	ZU-IDV	On a Golf Course at approximately 0.7 nautical miles South of FAVG	Sling	Maintenance rules - non-type certificated aircraft	KXN	0	During take-off on Runway (RWY) 05 at about 300 feet (ft) above ground level (AGL), the aircraft experienced a significant loss of engine revolution per minute (engine power). The pilot decided to turn back by making a teardrop turn aiming to land on RWY 23. Due to the short distance between a point of a turn and the runway threshold, the aircraft overshot the runway and made a forced landing on a local golf course at a distance of approximately 0.7 nautical miles from the aerodrome. During the accident sequence, the aircraft's nose landing gear collapsed causing the propeller to make contact with the ground and sustained damage. The pilot sustained minor injuries, and he was transported to the nearby Hospital for a further medical assessment. The AME emerged unharmed, and the aircraft sustained substantial damage to the nose landing gear, the engine cowlings, and the right wing.
TBU	19-10-2024	ZS-PXS	19 kilometres from FATI	R44 II	General Operating and Flight rules	LIMPOPO	0	According to the pilot, while flying along the Crocodile River approximately 19 kilometers from FATI, the helicopter's engine began running rough, and he immediately started to descend for a forced landing. The helicopter landed hard and came to rest on its right side. The helicopter was substantially damaged, and no injuries were reported.



TBU									During initial contact with Air Traffic Control (ATC), the pilot received clearance to join and report on the left downwind for Runway 19. Subsequently, ATC instructed the pilot to orbit on the left downwind to create space for traffic ahead. The pilot complied, but while on the late left downwind, the engine began to run roughly, and the aircraft started losing altitude. The pilot declared a Mayday, and ATC asked her to report the final approach number one. The pilot responded that she could not and indicated that she would instead land in an open field, as she realized she could not reach the runway. She landed, turned off the master switch, and exited the aircraft unharmed. The aircraft sustained damage to the nosewheel and the propeller.
	30-10-2024	ZS-DVY	Symphony Nature Reserve	Cessna 172E	General Operating and Flight rules	WC	0		
TBU									The pilot stated that he opted to perform a touch-and-go during his return to FASC. Following the touch-and-go, he was unable to retract the landing gear even though he had 3 greens in the cockpit. He decided to perform a full-stop landing. On touchdown, he felt the aircraft jerk heavily to the left, followed by a noise associated with something breaking. The pilot then shut down the engines. He was able to maintain runway heading with the right rudder and brake but as the aircraft slowed down it veered to the left and came to rest next to the runway. It was noted that the left main wheel had rotated through 180° during the landing. The aircraft sustained substantial damage.
	24-10-2024	ZS-III	Secunda Aerodrome (FASC)	310Q	General Operating and Flight rules	MP	0		
TBU									According to the pilot, at approximately 13 kilometres from FABW, the glider began losing altitude, and the pilot attempted to use the thermals. However, they were weak. The pilot executed a successful forced landing in an open field. No damage to the glider or surroundings and no injuries were reported.
	18-10-2024	ZS-SKX	13 kilometres from FABW	H36 Dimona	General Operating and Flight rules	WC	0		
TBU									The pilot reported that 25 minutes into the flight, she felt the engine vibrate, broadcast a Mayday, and proceeded to conduct a precautionary landing on an open field next to the N12 near Daveyton. During landing, the right main wheel collided with a rock and damaged it. The pilot switched off the master switch and disembarked the aircraft unassisted and unharmed. The aircraft sustained minor damage.
	25-10-2024	ZU-BSA	N12 near Daveyton	Jabiru SK	Operation of Non-Type Certificated Aircraft	GP	0		
TBU									While en-route to WMKJ at flight level (FL) 410, the aircraft began to oscillate between pitch-up and pitch-down movements, slowly gaining momentum. The co-pilot, who was the pilot flying (PF), immediately noticed the speed trend vector increasing to approximately 40 knots into the overspeed (red barber pole) protection area. To prevent an overspeed event, the autopilot (AP) was immediately disconnected, and the aircraft was gently pitched down to approximately 1.5 to 2 degrees, which stopped the speed acceleration. The speed trend vector then indicated a trend toward the vertical indicator/vertical protection (Vis/Vprot) range, as the aircraft descended, showing a similar 40 to 50-knot change in the speed trend vector. The PF instructed the pilot monitoring (PM) to request a descent from the Air Traffic Control Officer (ATCO) to vacate the flight level and increase the margins between the high and low-speed protections. The PM turned the seatbelt sign to ON and requested a descent to FL390. The aircraft descended to FL390 without further incident. The aircraft diverted to O R Tambo International Airport (FAOR). This oscillation, followed by the rapid approach of the speed trend vector to the overspeed and vertical indicators, occurred within just a few seconds. There was no indication of turbulence on the synoptic charts or in the Aviation Routine Weather Report (ARMS) predictions. Meanwhile, the cabin crew were conducting a breakfast service, and plastic containers from the breakfast trays slid off the passenger chair trays, causing food to scatter throughout the back economy section of the aircraft. Food and beverages were scattered from the trolleys too. Four cabin crew members
	27-10-2024	ZS-SXJ	TBU	Airbus A330-343	Air Transport Operations - Carriage of more than 20 passengers or cargo	TBU	0		



								sustained injuries. One of the crew members took photos of the affected economy section. The captain and the purser accompanied the injured crew members to Arwyp Medical Center after landing at FAOR.
TBU	29-10-2024	ZS-WHV	2nm northwest of Reitz Aerodrome (FARZ)	PA-28-180	General Operating and Flight rules	FS	0	While on their way to Bethlehem, the aircraft engine began to run roughly and lost power. The pilot attempted to adjust the mixture, but the aircraft lost altitude. She checked the magnetos and the fuel pump and then tried to increase the power, but it did not respond. She broadcast a May Day on the traffic information broadcast by aircraft (TIBA) frequency 124.8 and the emergency frequency 121.5. Subsequently, she made an emergency landing in a field located 2 nautical miles northwest of Reitz airfield. After the aircraft came to a stop, she turned off the master switch. Both the pilot and the passenger safely disembarked the aircraft without assistance and were unharmed. Upon inspection, no damage was noted on the aircraft.
TBU	27-10-2024	ZS-ZWY	Lanseria Airport (FALA)	B738	Air Transport Operations - Carriage of more than 20 passengers or cargo	GP	0	The pilot reported that upon landing at FALA, the crew performed a normal landing on Runway 07. During taxi, the aircraft required a higher-than-normal low-pressure turbine and compressor spool (N1) thrust setting to maintain movement until the aircraft reached the parking bay. Typically, the aircraft can taxi at low speeds with minimal engine thrust; in this instance, additional thrust was needed to overcome resistance, indicating a possible issue affecting taxi performance. The damage was limited to the number 4 main wheel assembly. No injuries were reported. Post-serious incident inspection revealed the following: The number 4 main wheel inner hub was damaged, the brake unit assembly sustained minor damage, and the inner bearing ceased to operate.

083 461 4887

[aiidinbox@caa.co.za](mailto:aiidinbox@caa.co.za)

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