



Aircraft Occurrences September 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
CA18/2/3/9803	10-09-2019	R22 Beta	ZS-RMZ	GP	The Hills Eco Estate	0	It was reported that, during a game capture operation whilst the helicopter was making a right turn, the low rotor RPM light eliminated, and the aircraft started losing height before the tail rotor striking the ground and crashing.	General Aviation and Operating Flight Rules
CA18/2/3/9819	12-09-2019	Robinson R44	ZS-HSM	NW	Hartebeesfontein farm	0	The pilot reported that he collided with power lines during low flying at a height of 30m.	General Aviation and Operating Flight Rules
CA18/2/3/9820	14-09-2019	Cessna 172	ZS-ODA	FS	FABL	0	The pilot reported that he was engaged in a private hour building flight. When the aircraft was 2nm from RNW 30 at FABL, the engine stopped. He attempted a restart, but the engine would not start. He then executed a forced landing.	Training
CA18/2/3/9821	13-09-2019	Raven 500	ZU-DWF	MP	Barberton aerodrome	0	The pilot reported the aircraft air speed was too low on approach and during a flair, the aircraft dropped and landed hard on the RNW threshold.	General Aviation and Operating Flight Rules
CA18/3/2/1280	06-09-2019	Cessna C172	ZS-SDA	GP	FAWB	0	It was reported that the aircraft with a solo student was seen speeding on the taxiway behind a towed helicopter. The aircraft right wing collided with the tail rotor of a towed helicopter. The student stated that he misjudged his proximity to the helicopter resulting on a collision.	Training
CA18/3/2/1281	02-09-2019	Boeing	ZS-SJD	GP	FAOR	0	It was reported that whilst the aircraft was on cruise, the stabilizer trim warning light eliminated. The pilots disengaged the auto pilot and the aircraft had a significant nose down pitch. The trim wheel could not remain in the set position. The crew declared an emergency (PAN PAN) before descending from FL 360 to FL 280 as the aircraft was no longer RVSM compliant. The aircraft returned to FAOR and landed safely. After trouble shooting the system, the stabiliser trim motor was replaced. It was noted that the stabiliser trim motor was originally replaced on 15 August 2019 and the replacement was also replaced on 03 September 2019.	Air Transport Operations
CA18/3/2/1282	13-09-2019	Robinson R22 BII	ZS-JRM	GP	FAOR	0	The crew reported multiple system failure indication on the master caution. On investigation by crew, it was discovered that generator 1 had failed. After following the checklist on the QRH, the crew attempted to engage the APU but it did not latch on to the left bus.	Air Transport Operations

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