

Aircraft Occurrences September 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 | 04-09-2021 | ZU-DVG | Numbi Airfield | Bantam B22J | Operation of Non-type Certified Aircraft | MP | 0 | According to the pilot, about 8km after departing from Numbi Airfield Hazyview (at about 850ft AGL) the engine spluttered and stopped a few seconds later. The pilot identified a ploughed field ahead in his flight path for a forced landing, however, the aircraft lost altitude and was not able to reach the identified field. The pilot glided the aircraft and aimed for the ploughed field located after a banana plantation, which was the closest suitable landing area to him. During landing the aircraft struck three banana trees before coming to a halt approximately 30m south from the initially identified ploughed field. |
| TBA | 04-09-2021 | ZS-GYH | FAOI | SCHEIBE | General Aviation and Operating Flight Rules | GP | 0 | A pilot with a passenger on board a SCHEIBE SF-25C powered glider with registration ZS-GYH, were conducting circuits at Orient Airfield, Gauteng Province when the incident occurred. The flight was conducted under Visual Meteorological Condition (VMC) by day. The first circuit was flown without incident followed by a smooth touch and go landing on Runway (RWY) 36L. Another circuit was flown, and the glider approached RWY 36L too fast and unstable where after it was landed very hard nose low. That resulted in the propeller striking the runway surface. |
| TBA | 02-09-2021 | ZT-WIV | Ghaamsberg | Matrice M600 DJI Pro drone | Remotely Piloted Aircraft Systems) | NC | 0 | The pilot reported that after having completed the survey during a return flight to the base, for an unknown reason he lost sight of the drone which crashed at the base of the mountain. That was followed by error messages indicating that the drone motors had reached the maximum speed allowed followed by the compass and the Inertial Measuring Unit (IMU) error messages. The drone signal was lost, and all telemetry (the situ collection of measurements or other data at remote points and their automatic transmission to receiving equipment for monitoring) was no longer displayed. The flight lasted for about 11 minutes. |



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| TBA | 09-09-2021 | ZS-EFF | Rand Airport | Piper PA28-260 Comanche | General Maintenance Rules | GP | 0 | The aircraft took off without struggle and headed towards the general flying (GF) area. After about 40 minutes flight time the crew noticed an anomaly with the aircraft radios, however nothing abnormal was noted with the engine and evidence (videos) of such was sent the investigator on call (IOC). The communication was intermittent, and the pilot decided to return to the airport as a safety precaution. Upon returning to the aerodrome, the pilot communicated his intentions and cleared to land on RWY 11. The pilot reported that during approach, the pre landing checks were carried out. The pilot extended the landing gear and verified that the landing gear light (single) was illuminated green, which indicated that the landing gear was down and locked into position. The pilot stated that to his surprise, after touchdown the landing gear collapsed, and the propeller struck the runway surface. The aircraft slid to the right on its belly, exited the runway edge and came to a stop on the grass area. The pilot and AME were not injured. |
| TBA | 15-09-2021 | ZS-HBH | Tilodi game reserve | R44 Raven II | Commercial Helicopter Operations | LIMPOPO | 0 | The flight from Thabamanzi private farm to Tilodi game reserve was uneventful, it took 30min for the pilot to reach the destination. At Tilodi game reserve the pilot was accompanied by two crew for a game counting operation around the farm boundary. Their intention of the flight was to count buffalos in the farm. The pilot reported that while flying at a height of about 150 feet AGL, making a right-hand turn, a low main rotor RPM warning light illuminated as well as the low RPM audio warning sounded. The pilot reported that he lost power of the helicopter, due to insufficient height and he was unable to recover. The helicopter impacted with the ground before it came to rest on its left-hand side. |
| TBA | 17-09-2021 | ZS-FTS | FALA | PA28-140 | Aviation Training Organisation & Air transport operations | GP | 0 | A student and an instructor were conducting circuits at FALA on Runway 07. They completed three circuits and the instructor disembarked and allowed the student to do a solo consolidation. The student indicated that all was normal until the aircraft came to land and it bounced at least twice and when the student realised that she should add power to go around the aircraft was stalling. The aircraft impacted and broke the nosewheel and there was a prop strike. |
| TBA | 17-09-2021 | ZS-ELH | FAGC | PA28-140 | Aviation Training Organisation & Air transport operations | GP | 0 | The pilot indicated that FAGC tower was closed when he arrived and did not get the relevant ATIS (automatic terminal information service) which provides weather. He joined the circuit for Runway 35 and when he was above the threshold the wind suddenly became stronger and he tried to go around but was too late since the aircraft was close to the ground. During the flaring he lost control and the right wing contacted the ground then the propeller and the aircraft veered off the runway and ended up on the left side of the runway. |
| TBA | 20-09-2021 | ZS-SFV | FALA | Learjet 35A | General Aviation and Operating Flight Rules | GP | 0 | The pilot indicated that take-off and cruise was uneventful but during their descent a sequence of failures started occurring. The primary airspeed indicator failed, gear down warning did not come on as expected below F140 when thrust is at idle, aileron augmentation failed, and the stall warning was not working. The pilot indicated that because of the workload, the landing checklist was not followed, and the aircraft landed with its landing gear up. |



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| TBA | 18-09-2021 | ZS-LLS | FAVV | Cessna 177RG | General Aviation and Operating Flight Rules | FS | 0 | The pilot stated after starting the take-off roll approximately 70m from the threshold of runway 03, he bumped the gear lever and it moved from down and locked to halfway up which caused the nose gear to start the retract sequence and resulted into a prop strike. The aircraft came to a standstill on the main gear with damages to the propeller, nose gear and exhaust. |
| TBA | 21-09-2021 | ZS-OHK | FALA | Cessna 172N | Aviation Training Organisation & Air transport operations | GP | 0 | During an attempt to land on short final, the aircraft was seen by an eyewitness at the holding point ballooning (did not touch down) and then it lost height rapidly resulting in hard landing which broke off the nose gear before coming to a stop on the edge of the runway. The propeller also struck the ground during the accident sequence. |
| TBA | 22-09-2021 | ZU-JAK | FATP | Piper L21a | Operation of Non-type Certified Aircraft | NC | 0 | The pilot reported that the flight from the departure airstrip to FATP took about an hour. The weather condition favoured Runway 11. Approach was normal with no presence of a cross wind component and after touch-down on Runway 01 (FATP), the pilot lost directional control of the aircraft to the left. The aircraft continued to veer off to the left and subsequently did a ground loop impacting the ground with the right wingtip followed by the nose. The aircraft sustained substantial damages. The pilot got out of the aircraft uninjured. The pilot reported no pre-accident mechanical failures or malfunctions that would have precluded normal operations. The pilot had about 48 hours on aircraft type and 1600 hours on all aircraft. |
| TBA | 27-09-2021 | ZS-EPO | FANS | Cessna 171H | Aviation Training Organisation & Air transport operations | MP | 0 | The student pilot under supervision of a flight instructor performed a pre-flight inspection on the aircraft during which he noticed nothing abnormal. The aircraft was refuelled to full capacity (42 Gallons) with Avgas LL 100 fuel and the training flight was planned to last for about 1 hour and then return to FANS. The student pilot boarded the aircraft and started the engine without fault. In less than 10 minutes, the student pilot released the park brake and started taxiing the aircraft under power to the departure runway. During the process the student pilot lost directional control to the left and the aircraft collided a concrete wall with the nose and the left wing. The aircraft sustained substantial damages and the student pilot was not injured. The student 50 hours total flight time. Post-accident examination of the aircraft steering control indicated nothing abnormal. |
| TBA | 03-09-2021 | ZS-HOY | Ben Schoeman Airport - Brown's Landing, Morgan's Bay | EUROCOPTER EC 130 B4 | General Aviation and Operating Flight Rules | EC | 0 | The pilot stated that during the flight enroute to Morgan's Bay while approaching Kei River at 300 ft AGL he saw a set of power lines below. He further stated that he missed the fact that there is another set higher up between the two high points. The helicopter approached the wires resulting in the pilot conducting evasive manoeuvre to avoid colliding with the power lines. The helicopter collided with a power line with the tail section and sustained damage to the underside of the fenestron fairing. The pilot continued with the flight and landed safely at the destination. |
| TBA | 05-09-2021 | ZS-SSB | FAVG | Cessna C172 | General Aviation and Operating Flight Rules | GP | 0 | The passengers reported that the pilot was flying approximately 50 feet to 100 feet above ground level, flashing landing light to the cars on the ground, the propeller made contact with the wire cables. They went back to Wonderboom and landed safely on the ground. They did the inspection on the aircraft and no damages were noted. They took off again and flew to the Sandton area and back to Wonderboom. The damage to the propeller was picked up by another student during the pre-flight inspection. Internal investigation was conducted, and it was found that the pilot flew low level flight and the propeller made contact with the wires. |



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| TBA | 23-09-2021 | ZS-HEW | Camdeboo game reserve | Schweizer C269 | Commercial Helicopter Operations | EC | 0 | The pilot stated that he conducted a pre-flight inspection on the helicopter during which he noticed nothing abnormal. The aircraft had 12 gallons of Avgas LL 100 fuel in the tank and the flight was planned to last for about 45 minutes. The pilot lifted off uneventfully and headed towards the north of the game farm at 200 feet (ft) above ground level (AGL). During this time the pilot had not started with what he intended to do when he felt a severe vibration on the tail rotor pedals. The pilot entered an autorotation and landed without injury on the open field. The helicopter sustained substantial damages on the tail rotor assembly and the stabilizer. Post-incident examination of the helicopter indicated a broken teetering bolt on the tail rotor assembly. The bolt broke on the solid shaft area and the remaining piece was found trapped on the fork area (marked 23 on the tail rotor assembly Illustrated Parts Catalogue "IPC" print attached). The bolt in question's function was to hold the tail rotor hub onto the fork. The Preliminary investigation revealed no maintenance was carried out on the tail rotor assembly outside daily inspections and the previous Mandatory Periodic Inspections (MPI's) that were done. The helicopter had flown 700 hours since new. The bolt to be subjected to a metallurgical analysis. |
| TBA | 14-09-2021 | ZS-CZU | FAWB | Piper PA 28-180 | Aviation Training Organisation & Air transport operations | GP | 0 | The student pilot reported that, the approach was stable on landing the aircraft veered off to the left of the runway before it came to a halt approximately 400m from the threshold. The student pilot sustained no injuries. |
| TBA | 20-09-2021 | ZU-CZY | FAHT | Bantam B22 | Operation of Non-type Certified Aircraft | MP | 0 | At 0540Z on the third circuit while on final approach the engine stopped, and the pilot managed to perform a successful forced landing 500m from the threshold. The pilot indicated that the engine had covered approximately 2 hours after its overhaul. |

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Last date of update: 25 September 2021