

Aircraft Occurrences September 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	01-09-2022	ZT-UHL	Gamsberg mining office	eBee Plus	Remotely Piloted Aircraft Systems		0	On 01 September 2022, an RPAS pilot was conducting safety surveillance around some of the mining piles in Gamsberg mine and after 22 minutes of flight the pilot pressed a return home button to finish the exercise. As the aircraft made a left turn, the aircraft went into a stall and the aircraft controller gave pitch and roll instability errors. Few seconds later the aircraft crashed, they searched but could not find the wreckage.
TBA	09-09-2022	ZU-EKI	FACR	JORA UA2	Operation of Non-type Certified Aircraft	GP	0	According to the pilot, whilst routing to Eagles Creek, the passenger had an urgent need to use a bathroom. At this point, Carletonville Aerodrome (FACR) was about five (5) minutes away, and therefore, the pilot diverted to the aerodrome. About 15 minutes later, the pair took off again using Runway (RWY) 31 to route to Eagles Creek. RWY 31 presents a downhill take-off. There was a slight crosswind from the right at the time of take-off. During the take-off roll and after (take-off) the engine was on full power, and other indications on the instrument panel were also normal. However, at a height between 250-300 feet above ground level (AGL) whilst over the threshold of the runway, the engine lost power, but it did not stop running; it ran at about 20% power (idle power). The pilot immediately initiated a right hand-side turn and executed a 180 degree turn back to the runway. The aircraft landed back on the runway diagonally, and vacated the runway where it collided with the sand wall that ran along the runway. The nose landing gear strut and the propeller blades were damaged in the process. The aircraft was substantially damaged; however, none of the occupants were injured during the accident. The aircraft had 40 litres (L) of Mogas on-board.
TBA	11-09-2022	ZU-SVF	FAKR	SV4C	Operation of Non-type Certified Aircraft	GP	0	The pilot reported that during the first circuit whilst in the circuit pattern and when turning on right-hand base leg for RWY26, the engine suddenly stopped. The pilot made numerous attempts to restart the engine but without success. This resulted in the aircraft crash-landing on the mountain.
TBA	09-09-2022	ZT-UHJ	Xakwa Coal mine	eBee Plus	Remotely Piloted Aircraft Systems		0	According to the remote pilot, pre-flight checks were conducted, and no complications being identified. The RPAS was then sent on its mission start point. Whilst on its way to the start point, there was a gust of wind in the area, increasing the wind speed to 29 knots (kt). Before the RPAS got to the start point, the wind calmed to 17 kt. The RPAS flew the first line with an average wind of 20.5 kt. During a left hand-side turn to start the second line, the RPAS lost data downlink with no prior warnings. At the time of loss of data downlink, the wind was 21.7 kt. The RPAS did not return home after the 30-second set on the software as a failsafe after connection was lost. This resulted in the RPAS crashing.



TBA	16-09-2022	ZS-TKR	FAWB	AT-504	Agricultural Operations	GP	0	The test pilot stated that upon his return from the GFA, he performed an uneventful landing on Runway 29 at Wonderboom Aerodrome. He was then instructed by Ground Control to taxi back using Runway 24, and then to follow the Foxtrot taxiway to return to the hanger. Those instructions were followed by the pilot and just before executing a left turn onto the apron he applied the brakes to slow the aircraft down for the turn and he immediately felt the right brake being spongy and realized that it had no braking effect. The aircraft right wing contacted the hanger wall and the aircraft stopped. The pilot shut down the engine and disembarked unassisted. The aircraft sustained minor damage to the right wing, the pilot did not sustain any injuries. Post incident: The brakes were inspected and found to have overheated causing the fluid to leak and thus having less pressure on the system. A technical report was released. · Cause: Brake failure due to excessive braking that led to the aircraft right wing colliding with the hangar wall. Possible loss of control that led to the aircraft right wing colliding with the hanger wall.
TBA	17-09-2022	ZU-IIX	Hoekvan Spruit se Vloer pan	Safari LSA	Operation of Non-type Certified Aircraft	NC	0	The pilot took off from Devilliers Pits Farm without any incident. The approach for landing at Hoekvan Spruit se Vloer pan was at 54 knots. The aircraft landed hard, and ground looped, the left wing touched the ground and the propeller struck the ground. The aircraft sustained substantial damage to the main landing gear and propeller, the pilot did not sustain any injuries.
TBA	17-09-2022	ZT-RFG	FABW	AS 350 B3e	General Operating and Flight Rules	WC	0	The pilot stated that they departed Oudekraal Farm and flew to Beaufort West Aerodrome (FABW), Western Cape Province to refuel. Upon landing at the fuel bay the pilot stated that the helicopter experienced ground resonance, the pilot then took-off and once airborne the helicopter had a tail rotor failure. The pilot then closed the throttle and landed; the helicopter rolled over onto its side. The helicopter sustained substantial damage to the airframe, tail boom, tail rotor blades and main rotor blades.
TBA	13-09-2022	ZT-UJX	Klipbankfontein PI	Phantom 4RTK (MR)	Remotely Piloted Aircraft Systems	NC	0	The pilot reported that a pre-flight inspection was conducted on the RPA at the Mine facility and no anomalies were noted. The battery was at 100%. The drone took off and climbed to 200 feet (ft) above ground level (AGL). Approximately 6 minutes into the flight at approximately 540 metres (m) from the take-off position, the pilot suddenly lost link to the RPA. The pilot waited a few minutes for the RPA to activate its return-to-home (RTH) functionality. Upon realising that the drone was not returning to launch position, the pilot searched the last recorded location, and the RAP was found on the ground.
TBA	28-09-2022	ZS-DXG	Bundu Inn Airfield	PA-28-235 Cherokee	General Operating and Flight Rules	GP	0	The pilot reported that he conducted the pre-flight inspection on the aircraft and no anomalies were noted. The aircraft's fuel gauges indicated 120 litres (l) of Avgas LL100 fuel in the tank. The aircraft took off at approximately 1035Z towards Rosslyn industrial area at 1 500 feet (ft) above ground level (AGL). The pilot stated that after 10 minutes whilst flying overhead Ga[1]Rankuwa, the aircraft lost engine power. He then checked the throttle/mixture control levers and the magnetos and nothing abnormal was noted. The aircraft kept on losing height and the pilot identified a public road in Ga-Rankuwa township Zone 16 on which to conduct a forced landing. He manoeuvred the aircraft towards the public road. As the aircraft approached the intended touchdown point, the pilot spotted an oncoming traffic. He then steered the aircraft towards a bushy terrain. The aircraft impacted the trees which were below the power lines during the landing phase before it came to a stop in an upright position. The engine separated from the cradle during the landing phase. The aircraft sustained substantial damages. The pilot got out of the aircraft unharmed and unassisted. A post-accident examination of the aircraft showed that it was correctly configured for landing. The propeller



								blades and spinner showed that the engine was not delivering sufficient power. The circuit breakers (CBs) were all in a closed position. The fuel selector lever was properly set to the left fuel tank. Both fuel tanks contained sufficient fuel; samples were taken, and it was the correct grade and was free of contaminants. The gascolator (main line fuel strainer) also contained fuel and it showed no sign of leakage.
TBA	20-09-2022	ZS-PKR	FAPM	Dassault Falcon 2000 (F2TH)	Air transport operations: Small aeroplanes	KZN	0	Two pilots and nine passengers were on-board the aircraft. Instrument flight rules (IFR) for the flight was filed. Visual meteorological conditions (VMC) by day prevailed at the time of the flight. The flight was conducted under the provisions of Part 135 of the Civil Aviation Regulations 2011 as amended. The flight deck crew was cleared by air traffic control (ATC) to taxi the aircraft to the holding point of Runway 16 in preparation for departure. Take-off weight was calculated at 29 550 lbs (pounds). At approximately 1435Z, the crew was cleared for take-off and the pilot flying (PF), who was seated on the left seat lined up the aircraft whereafter they commenced with the take-off roll. At 80 knots ground speed, the pilot monitoring (PM) who was seated on the right seat made the 80 knots call and the PF moved his left hand from the tiller (steering control) to the control column. Shortly thereafter, at a speed of about 95 kts, a large bird was seen taking flight from the right[1]side edge of the runway. A moment later, a loud thud was heard from the right-side of the aircraft. This was followed by a severe vibration and the aircraft started swerving to the right. The PF immediately called the abort emergency call, retarded the power levers to idle, and applied maximum braking. The PM extended the airbrakes and the aircraft decelerated and exited the active runway. The PM notified the ATC about the occurrence. The PM scanned the engine parameters and noticed that the number 2 engine (right-side) fuel flow indication was at zero. The indications for the number 1 engine were normal and the number 2 engine was confirmed unserviceable and was shut down. The PF taxied back to the ramp and where the number 1 engine was also shut down after the aircraft was parked and chocked. Two fire trucks were dispatched to ramp; the passengers disembarked normally through the main cabin door after it was confirmed that the area around the aircraft was safe. Examination of the aircraft revealed evidence of a bird strike on the number 2 engine intake. Damage was evident on fan the blades and a fan blade penetrated the upper right-side rear fuselage/cabin area, approximately 15 centimetres (cm) in front of the aft baggage compartment bulkhead, which is a pressurized part of the aircraft.
TBA	15-09-2022	ZT-XNE	Anglo Mogalakwena Mine	Phantom 4RTK (MR)	Remotely Piloted Aircraft Systems	LIMPOPO	0	The pilot stated that the UAV was flying overhead the 'Big Mike Stockpiles' and completed the grid pattern mission at 0852Z. A return[1]to-home (RTH) activated on the controller, however, it disconnected soon after. This is normal and usually lasts a few seconds before reconnecting again. When it did not reconnect, the pilot activated the RTH function whilst monitoring the RPS screen, but the UAV did not reconnect, it went down in the south pit. The pilot then radioed the search crew; and the UAV was later spotted with the help of another UAV. It was recovered after 1620Z with damages to the antennae, propellers and right front arm.
TBA	20-09-2022	ZT-XNG	Wonderfontein Colliery	DJI Mavic 2 Pro	Remotely Piloted Aircraft Systems	MP	0	The pilot reported that he conducted all the checks before launching the RPA. The RPA took off and, whilst on its route to the first checkpoint to begin the survey, the pilot's monitor screen went dark (blank), and the RPA disconnected. The pilot tried to reconnect the RPA but was unsuccessful.

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TBA	04-09-2022	ZS-PET	FAVG	Piper PA-28-161	General Operating and Flight Rules	KZN	0	The pilot stated that she was at 1500 feet above ground level (AGL) and 13 nautical miles (nm) from FAVG when suddenly the engine stopped. There was no instrument malfunction noticed. She was following the coastline and was on FAVG tower frequency when she heard ZS-DZG reporting final. The pilot then requested DZG to report her engine failure. She was spotted by a helicopter which also gave her a lift to the airport. The aircraft landed safely and there are no visible damages.
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Last date of update: 16 August 2023