



## Aircraft Occurrences December 2020

Statistical 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
TBU	12-12-2020	R44 II	ZS-HBT	EC	Near Ginyintsimbi	0	The pilot and passenger took-off from Tafalehashi with intentions of visiting a family member at Zithulele hospital. The aircraft landed on a soccer field next to the hospital; the distance travelled was 5nm lasting seven minutes. After the visit, at approximately 09:45, the pilot indicated that start-up checks were all okay, and commenced to take-off, as the aircraft was lifting off the ground into the hover the helicopter started spinning to the left, completing two 360 degree turns. The pilot immediately closed the throttle and lifted the collective to cushion the landing, but the helicopter subsequently landed hard and rolled slightly onto its starboard side. The pilot confirmed that there were no mechanical issues with the aircraft that could have led to the occurrence.	General Aviation and Operating Flight Rules
TBU	21-12-2020	PA-25 Pawnee	ZS-EOB	LIMPOPO	Ombre farm private airstrip	0	It was reported that the aircraft veered off to the left during landing due to the loss of control and it collided with a tree.	Aerial survey CAA (airport calibration)
TBU	27-12-2020	Y023	ZU-RGB	EC	Kei Mouth Golf Course	0	It was reported that the pilot requested from the golf course owner to take off at the golf course as the aerodrome was in a bad condition, the request was granted. After rotation and during climb, the pilot maneuvered the aircraft to avoid collision with trees and the clubhouse, but the aircraft crashed during maneuver.	Operation of Non-type Certified Aircraft
TBU	06-12-2020	RV 7 V	ZU-FVM	GP	FAGM	0	It was reported that the aircraft had just come out of maintenance and the pilot was running in the engine after being overhauled. After an hour and a half in the air, the pilot heard a loud bang and the engine started vibrating before the RPM dropping to 10%. The pilot had trouble maintaining the altitude and he decided to execute a forced landing at a racecourse. The aircraft landed safely with no further incidents.	Operation of Non-type Certified Aircraft
TBU	03-12-2020	Bonanza	ZS-XAM	WC	FACT	0	On Thursday 3 December 2020 at 1330Z an student pilot was getting a conversion on a Beechcraft Bonanza. The instructor and student pilot took off from Cape Town International (FACT) on runway 19 with an intention to fly to the general flying area and return to FACT. After take-off the passenger door popped open and was unable to be latched again, and the crew elected to re-join the circuit and land. After landing as the aircraft was rolling down the runway the nose wheel collapsed. During the single circuit, the landing gear was never recycled up and the student pilot never took control of the aircraft.	Aviation Training Organisation
TBU	10-12-2020	Sling 2	ZU-STG	GP	FAGG	0	After completing five (5) right-hand circuits for runway 10 at FAMO, making all normal radio calls on 124.200MHz. On short final approach runway 10 (after making a final approach radio call) the pilot observed an aircraft, ZS-EJO, on upwind runway 28 in a near head on collision course and at close range. The pilot made an immediate turn to the south and executed a go-around (from full flap, throttle idle position) and made a radio call, and asked the aircraft if they were on frequency and that I had heard no radio calls from them whatsoever. The pilot of ZS-EJO confirmed that he had heard all my radio calls and had made his own radio calls with intentions. Other aircraft on 124.200MHz also confirmed they did not hear any radio calls from ZS-EJO.	Aviation Training Organisation
TBU	19-12-2020	Cessna 182N	ZS-IIN	WC	Porterville private airstrip	0	On Saturday 19 December 2020, at about 1554Z, a Cessna 182N aircraft, registered ZS-IIN, overran the runway at Porterville private airstrip following a rejected take-off. The aircraft was being operated under visual flight rules (VFR) with the pilot and a passenger on-board. The pilot stated that the take-off roll was from the beginning of the gravel runway with power being slowly applied until the engine output had stabilised at 2300 revolution per minute (RPM). The weather conditions forecasted in the area were favorable for the flight and take-off roll was into the wind. At about 80 knots indicated air speed (IAS), half-way down the runway, the pilot attempted to rotate the aircraft but encountered resistance to rearward movement of the control column. The pilot reported that he then reduced the engine power to idle and applied maximum braking, however, the aircraft went through the electrified security fence hitting the aluminum pole with the left wing and stopped in an open field. The pilot and passenger sustained no injuries during the overrun and the aircraft sustained damages on the left-wing leading edge and a cut on the underside right wing skin, fuel tank area. The aircraft had about 300 litres of Avgas LL100 fuel (full) on take-off and both fuel tanks remained intact. A post-flight inspection of the aircraft by a team of engineers from the operator revealed that the elevator was trimmed correctly on take-off. The engineers also found no pre-existing defects on the elevator control system and elevator trim system or evidence of interference with the elevator surface. The aircraft was recovered for further investigation. An update will be provided.	General Aviation and Operating Flight Rules
TBU	20-12-2020	Ekolot Topaz KR-030	ZU-EZK	GP	FAQR	0	The pilot reported that after executing a safe landing from a private flight during taxing the left gear strut collapsed. Two touch and go landing were executed on the day followed by a full stop landing.	Operation of Non-type Certified Aircraft
TBU	25-12-2020	B737-800	ZS-SJR	GP	FAOR	0	It was reported that 20 minutes after take-off from FAOR, the aircraft experience engine #2 surge and stall before the aircraft starting to vibrate severely and the instruments confirmed this. The crew declared an emergency by broadcasting a PAN PAN PAN. The aircraft was levelled off at FL 140 and the crew requested to hold at GAV VOR for troubleshooting. It was determined that the engine started to vibrate when above 62% and stopped vibrating when under 62%. The crew elected to return to FAOR and the aircraft was landed safely.	Commercial
TBU	26-12-2020	SP	ZU-WDP	KZN	FAMG	0	It was reported that the aircraft was to conduct circuits at the aerodrome during the take-off on Runway 23 and at 300m from the threshold, the aircraft veered off to the left and stopped after hitting a ditch. The incident occurred during the first take-off.	Operation of Non-type Certified Aircraft



TBU	30-12-2020	PA46	ZS-OUO	LIMPOPO	FAHS	0	It was reported that on landing the pilot forgot to lower landing gears and the aircraft landed belly up.	General Aviation and Operating Flight Rules
TBU CIVIL AVIATION AUTHORITY	31-12-2020	B1900D	ZS-JCT	GP	FAOR	0	It was reported that the crew were given taxi clearance by ATC FAOR. During taxi without the assistance of the ground crew and as they turned right, they heard a loud bang and the PF shut stopped and down the aircraft. The PM disembarked to inspect and found that the left propeller struck a cargo trolley.	Aerial survey CAA (airport calibration)

083 461 4887

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

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