

	REPUBLIC OF SOUTH AFRICA CIVIL AVIATION AUTHORITY	CAA Private Bag x08 Waterkloof 0145
Tel: (012) 346-5566 Fax: (012) 346-6059 E-Mail: mail@caa.co.za	AERONAUTICAL INFORMATION CIRCULAR	AIC 231x1 04-03-19

OPERATION OF AIRCRAFT

ACCIDENTS AND INCIDENTS

SUMMARY OF FINALISED ACCIDENT REPORTS WITH REGARD TO SOUTH AFRICAN REGISTERED AIRCRAFT

- ☞ *Indicates changes.*
 - ☞ *This AIC replaces AIC 23.1.1 dated 01-12-15.*
1. *Abbreviated accident reports are published to inform the aviation industry of aviation accidents and are intended to be used for accident prevention purposes only.*

COMMISSIONER FOR CIVIL AVIATION

No	Aircraft	Place	Circumstances
0173 Incident	Boeing 747-244B	Cape Town International Airport	Time: 0815Z Licence and experience: ATP pilot, 16415 hours. The Boeing B747-244 aircraft was about to taxi out for a flight from Cape Town International Airport to Johannesburg International Airport when the aircraft suffered a loss of No. 4 primary hydraulic and No. 1 secondary hydraulic brake system pressures. The pilot then utilized No. 2 reserve hydraulic brake system to bring the aircraft to a halt. It was established that the body of the cartridge check valve of the anti-skid module assembly had cracked at the threaded area and subsequently caused a loss of No. 4 and No 1 hydraulic brake system pressures.
0191 Incident	BAC1-11	Johannesburg International Airport	Time: 1600Z Licence and experience: ATP pilot, 15570 hours. During the take-off roll from Runway 21 Right at Johannesburg International Airport and at an airspeed of 80 Knots, the pilot experienced a severe vibration and had difficulty in maintaining directional control. He then aborted the take-off and taxied the aircraft back to the apron for further inspection. During the inspection it was established that the No. 2 main wheel suffered a complete tyre tread separation which caused damage to the left hand trailing edge flap, spoiler panel and left hand main landing gear wiring loom. Tyre debris was also ingested into the No. 1 engine and caused approximately 8% damage to the low and high pressure compressor blades and engine inlet guide vanes. The tyre was removed from the aircraft and sent to the manufacturers for further evaluation who confirmed that the re-treaded tyre had been defective.
0209 Incident	Cessna 210	Runway 23, Virginia Airport	Time: 1451Z Licence and experience: Student pilot, 48 hours. The student pilot was conducting circuit and landing training when he neglected to lower the undercarriage prior to landing. He stated that he had been very busy with the radio work, which had diverted his attention.
7200	Grumman AA-1B	3 nm East of Wonderboom	Time: 1200Z Licence and experience: Private pilot, 553 hours The private pilot departed Wonderboom airport for a flight to Pietersburg (Civil) and Phalaborwa. The purpose of the flight was to collect his son from Phalaborwa. On their return flight abeam Middelburg the pilot reported a rough running engine and immediately applied carburettor heat and selected the fuel pump on, which, according to the pilot, partially cured the rough running engine problem. When the pilot contacted Wonderboom for their joining and landing instructions, he was advised to orbit East of the Roodeplaat dam. After holding for approximately 5-10 minutes the engine started running rough again and the pilot again applied carburettor heat and selected another fuel tank, but this time it did not correct the problem. The engine failed and the pilot executed a forced landing in a grass field. The aircraft overran the field and collided with an embankment at the end of the field. Both occupants sustained minor injuries during the accident. The probable cause for the accident was attributed to fuel exhaustion.
7227 Fatal	Bell 206B	Steelpoort district	Time: 0920Z Licence and experience: Private pilot, 2050 (Aeroplane), 74 hours (Helicopter) The private pilot had purchased the helicopter a few weeks prior to the accident. On the morning of the accident, the pilot was accompanied by a passenger on a flight from his farm in the Witrivier area to a mine in the Steelpoort area. An eye-witness in the Steelpoort district stated that the helicopter flew lower than what he was used to and it appeared to him that the main rotor was losing rotational speed and nearly became stationary while the helicopter was losing height and at approximately 60ft AGL, the helicopter fell almost vertically to the ground and burst into flames. Both occupants were fatally injured. During the investigation, the compressor to turbine coupler shaft was found fractured. The investigation concluded that the engine failed during flight and that the pilot was unable to execute a successful autorotation. The cause of the coupler shaft failure was not determined.
7240	Enstrom F28F	Near Warmbaths	Time: 1100Z

No	Aircraft	Place	Circumstances
			<p><i>Licence and experience: Private pilot, 240 hours</i> <i>The private pilot was accompanied by a passenger on a flight to Pietersburg when he decided to visit some friends en route, at Sondela Game Reserve, near Warmbaths. During the approach to land, the pilot misjudged the wind speed and direction and collided with a tree. No injuries were sustained.</i></p>
7244	Cessna U206F	McCarthy's Rest	<p><i>Time: 1330Z</i> <i>Licence and experience: Private pilot, 187 hours</i> <i>The private pilot was accompanied by two passengers on a flight from Rustenburg to a farm in the McCarthy's Rest area. On landing, the pilot allowed the aircraft to bounce and subsequently lost directional control. The aircraft veered off the left hand side of the runway and overturned. No injuries were sustained.</i></p>
7259	PA-28-235	Lusikisiki Aerodrome	<p><i>Time: 1430Z</i> <i>Licence and experience: Private pilot, 575 hours</i> <i>The private pilot was accompanied by two passengers on a flight from Kokstad to Magwa near Lusikisiki. Weather conditions deteriorated to the point where a safe flight could not be conducted and the pilot opted to land at Lusikisiki aerodrome. Due to a number of ruts on the runway, the pilot landed on the grass area next to the runway. During the landing, the left wheel struck a grass covered anthill which caused the gear to separate from the aircraft. No injuries were sustained.</i></p>
7284	Cruthley Special	Oslo Beach, Port Shepstone	<p><i>Time: 1515Z</i> <i>Licence and experience: Private pilot, 2300 hours</i> <i>The private pilot was on a local flight in the Margate area when 15 minutes after take-off, the engine failed and he executed a forced landing on an open beach South of Port Shepstone. The aircraft was only slightly damaged and the pilot was not injured. The engine failure was attributed to ring seizure due to overheating.</i></p>
7293	PA-36	Bethlehem Area	<p><i>Time: 1300Z</i> <i>Licence and experience: Commercial pilot, 5028 hours</i> <i>The commercial pilot was in the process of taking off for a crop-spraying detail when the left-hand landing gear collapsed as a result of failure of it's frame attachment. Aircraft damage was minimal and no injuries were sustained.</i></p>
7296	Cessna 182 RG	Hluhluwe	<p><i>Time: 0815Z</i> <i>Licence and experience: Private pilot, 236 hours</i> <i>The private pilot reported that during his take-off run and after approximately 100 meters of ground roll, the nose gear collapsed resulting in damage to the propeller and the bottom engine cowling. The reason for the nose gear collapse was not determined.</i></p>
7304	Runway 10 Port Alfred	PA28-180	<p><i>Time: 1330Z</i> <i>Licence and experience: Commercial pilot, 515 hours</i> <i>Following a normal landing on a training flight and approximately 150m after landing, the right-hand main landing gear axle failed causing the wheel to separate from the aircraft. The cause for the failure was attributed to metal fatigue and overload.</i></p>
7306	Bush Baby	Koppies	<p><i>Time: 0630Z</i> <i>Licence and experience: Private pilot, 218 hours</i> <i>The private pilot was engaged in circuit and landing training when after take-off the left hand main wheel axle failed and the wheel separated from the landing gear. During the subsequent landing the aircraft veered to the left and overturned. No injuries were sustained. The cause of the axle failure was attributed to sub-standard material used for the manufacture of the axle.</i></p>
7312	Windlass Trike	Port Nolloth	<p><i>Time: 0800Z</i> <i>Licence and experience: Microlight pilot, 119 hours</i></p>

			<i>The microlight pilot was accompanied by a passenger on a local surveying flight when after take-off the aircraft lost height and crashed in a brick yard in the town. Both occupants sustained serious injuries and the aircraft was substantially damaged. The cause of the accident was attributed to overloading.</i>
7315	Gippsland GA-200C	Near Jankempdorp	<i>Time: 0545Z Licence and experience: Commercial pilot, 385 hours During a crop spraying detail the commercial pilot misjudged his height after clearing a set of power lines and collided with a peanut crop. The undercarriage was severed and the pilot sustained no injuries.</i>

No	Aircraft	Place	Circumstances
7351	Robinson R-44	Mkuze Aerodrome	<i>Time: 1515Z Licence and experience: Private pilot, 60 hours The private pilot was accompanied by his wife and child on a flight from Rand airport to Mkuze Falls Game Lodge. At Mkuze aerodrome the helicopter was refuelled before continuing towards Mkuze Falls Game Lodge. After refuelling, the pilot commenced with the start-up and went through the start-up checklist while parked on the taxiway adjacent to runway 17/35. The helicopter inadvertently became airborne while the pilot was testing the low-rpm warning system and lifted the collective lever without rolling off the throttle sufficiently. The pilot attempted to keep the helicopter in the hover but lost control of the helicopter. In the process the tail boom was severed by the main rotor blades and the helicopter came to rest on it's right hand side. Although the helicopter was extensively damaged, none of the occupants were injured.</i>
7355	Douglas DC-3	Fly Inn Aerodrome	<i>Time: 0730Z Licence and experience: ATP pilot, 17178 hours The aircraft, with two-crew on board, was flown from Wonderboom airport to Fly Inn aerodrome when during the approach to land the pilot experienced wind shear which caused the aircraft to descend and touch down 16m short of the threshold of Runway 06. Due to a furrow that had been dug adjacent to a dirt road which was present in the undershoot area of the runway, the landing gear collided with the mound of soil, which damaged the right hand landing gear and caused the aircraft to veer to the right of the runway. The aircraft sustained substantial damage in the process, but no injuries were sustained.</i>
7357	PA28-235	Near Ellisras	<i>Time: 0800Z Licence and experience: Commercial pilot, 293 hours The commercial pilot and his three passengers were on a flight from Wonderboom airport to a private erodrome near Ellisras. During the landing, the aircraft touched down to the left of the centreline and the left-hand wing made contact with low bushes next to the runway. The pilot lost directional control of the aircraft and the aircraft veered off the runway. The aircraft was substantially damaged but no injuries were sustained.</i>
7365	Windlass Aquilla	Hiberdene	<i>Time: 0700Z Licence and experience: Microlight pilot, 130 hours The microlight pilot attempted to take-off from an unused runway approximately 120 m long. He stated that he applied power, started rolling and about half way down the runway realised that it would not be possible to take-off. With approximately a third of the runway remaining, he closed the throttle and aborted the take-off. He applied brakes but due to the wet grass, the wheels skidded. He managed to steer the craft clear of another microlight aircraft but at the end of the runway collided with a parked vehicle. The aircraft was substantially damage and both occupants received minor injuries.</i>
7390	Beech 35-B33	Stellenbosh Aerodrome	<i>Time: 1600Z Licence and experience: Private pilot, 436 hours The private pilot was accompanied by two passengers on a flight from Prince Albert to Stellenbosch. The pilot joined the</i>

			<p>circuit and became distracted when he had difficulty in making visual contact with two other aircraft that were also in the circuit. In the process the pilot neglected to lower the undercarriage prior to landing and landed with the undercarriage retracted. No injuries were sustained.</p>
7407	Cessna 152	Swartkops Aerodrome	<p>Time: 0625Z Licence and experience: Student pilot, 24.5 hours The solo student pilot was practising circuits and landings on Runway 02 at Swartkops aerodrome when after the fourth circuit, she noticed that the wind direction had changed and was favouring Runway 20. On base leg for Runway 02 she changed circuit direction and joined left-hand downwind for Runway 20. She stated that after turning base for Runway 20, she experienced severe turbulence, which continued as she turned for final approach. As the aircraft landed, a gust of wind lifted the right hand wing causing the aircraft to veer off the left-hand side of the runway. The aircraft headed directly for one of the PAPI lights adjacent to the runway and collided with it. In the process the nose-gear collapsed and the aircraft overturned. The aircraft was extensively damaged but the pilot received only minor injuries to her lower legs.</p>

No	Aircraft	Place	Circumstances
0175 Incident	Jetstream 41	George Airport	<p>Time: 1245Z Licence and experience: ATP pilot, 8000 hours The aircraft had just taken off from Runway 11 on a Domestic Scheduled Flight from George Airport to Cape Town International Airport and was at a height of approximately 700ft AGL when the left engine torque started decreasing. The pilot advanced the power levers of both engines in an attempt to regain climb power. The right engine torque increased normally to 100%, but the left engine torque only increased briefly and then decreased to approximately 20%. The pilot feathered and shut down the left engine and landed back safely on Runway 11. Inspection of the left engine revealed significant binding of the fuel control unit drive-coupling. After replacement of the fuel control unit, the aircraft was flown back to Johannesburg International Airport with no further incident.</p>
0176 Incident	Cessna 337	Overberg Air Force Base	<p>Time: 1400Z Licence and experience: Private pilot, 677 hours, Night Rating The private pilot was accompanied by five passengers on a local flight in the Bredasdorp region and was flying at 1000 ft AMSL from Arniston to Cape Infanta and was abeam the De Hoop Nature Reserve when he noticed a drop in the rear engine oil pressure. He then headed back to Bredasdorp and was overhead Arniston when he experienced significant engine vibration from the rear engine. The pilot reduced power to the rear engine to approximately 20" manifold pressure and 2300 rpm. A few minutes later the rear engine failed catastrophically. The pilot executed an emergency landing on Runway 35 at Overberg Air Force base. The landing was uneventful and nobody was injured. Inspection revealed puncture holes in the engine crankcase caused by internal component failure. Engine seizure occurred as a result of the No. 2 main bearing being starved of its oil supply, which resulted in bearing seizure and engine damage. The cause for the oil starvation was not identified.</p>
0198 Incident	Boeing B747-400	Barcelona Airport	<p>Time: 0414Z Licence and experience: ATP pilot, 20050 hours The aircraft was on an International Scheduled Flight en-route from Johannesburg to Heathrow when the cockpit crew received a 'FUEL IMBALANCE', EICAS, (Crew Alert) Status message on No. 4 engine. The engine was shut down and the aircraft diverted to Barcelona where the aircraft landed safely. Inspection of the No. 4 engine revealed that the fuel line between the fuel filter and the engine driven fuel pump was chafed through, which caused excessive fuel leakage. The fuel line was replaced and no further leaks were found. SB No 73-9841 has been issued for replacement of the securing clips with a more robust part. The improved clips have been retrofitted on all subject fuel lines on all Rolls Royce engines presently</p>

			<i>operated by South African Airways.</i>
7103 Fatal	Bell 206B	Muldersdrift	<p><i>Time: 1145Z</i></p> <p><i>Licence and experience: Commercial pilot, 1085 hours</i></p> <p><i>The commercial pilot was accompanied by a passenger on a flight from Lanseria to Wonderboom via Centurion. The helicopter was observed flying past a quarry at low altitude and landed behind a ridge before taking-off again shortly afterwards. The helicopter continued to fly at low altitude when it started to roll slightly from left to right before crash landing behind some trees. The helicopter was destroyed by a post impact fire and both occupants were fatally injured. Investigation revealed that an engine failure had occurred with a subsequent unsuccessful auto-rotation landing. The relatively low altitude and gusty wind conditions might have been a contributing factor in the unsuccessful auto-rotation. The cause for the engine failure could not be determined.</i></p>
7144	Cessna 310H	Nelspruit	<p><i>Time: 1153Z</i></p> <p><i>Licence and experience: Private pilot, 795 hours</i></p> <p><i>The private pilot was on approach to land at Nelspruit and failed to get a positive down and locked indication for the nose gear. The under carriage was recycled where after he attempted to lower the undercarriage with the manual extension system, but was not successful. During a fly past, the ATC indicated that the undercarriage appeared to be down and locked. Upon landing, however, the nose gear collapsed and the aircraft veered to the right and off the RWY. No injuries were sustained but both propeller blades and the nose undercarriage doors were damaged. Investigation revealed that the nose gear actuator extend rod had been bent, possibly due to a heavy landing prior to the accident.</i></p>
No	Aircraft	Place	Circumstances
7165	Cessna 421B	Garonga (Mpumalanga)	<p><i>Time: 1330Z</i></p> <p><i>Licence and experience: Commercial pilot, 12500 hours</i></p> <p><i>The commercial pilot was accompanied by two passengers on a domestic charter flight to Garonga in Mpumalanga. A successful landing was carried out at Garonga where the two passengers deplaned. As the pilot proceeded to swing the aircraft around for take-off, the nose wheel entered soft ground, which had been obscured by long grass. This caused the nose wheel to fail and both propellers to contact the ground. No injuries were sustained.</i></p>
7229	Hughes 369 HS	Landsdowne Cape Town	<p><i>Time: 1140Z</i></p> <p><i>Licence and experience: Commercial pilot, 1947 hours</i></p> <p><i>The pilot was accompanied by two passengers (one of whom a Netstar observer) and was engaged in a stolen vehicle locator/recovery operation. The weather was clear with unrestricted visibility with winds reported as variable but mainly northerly at 5-8 knots. After being airborne for approximately 1.2 hours the pilot made a wide orbit over a suspect vehicle at a height of approximately 1 300 ft AGL when he felt a high frequency vibration through the anti-torque pedals and initiated an auto-rotational descent. The vibration continued and at approximately 150 ft AGL the tail rotor system departed the airframe and collided with the main rotor blades, where after the helicopter became difficult to control. At approximately 50 feet AGL, the</i></p> <p><i>pilot started to decelerate to reduce the rate of descent and applied collective to cushion the landing prior to touchdown. The aircraft started to yaw to the right and after approximately 90° of yaw, the pilot retarded the throttle to idle. The aircraft continued a full 360° yaw to the right and touched down in an approximate 30° right roll attitude. On contacting the ground, the aircraft yawed an additional 90° to the right as the skid gear assembly collapsed causing the aircraft to roll over on its right side. The pilot sustained a cut to his right hand with none of the other occupants injured. The cause of the accident was attributed to some sort of failure of the missing half of the tail rotor blades that resulted in an imbalance and subsequent departure of the tail rotor system.</i></p>
7237	PA34-200T	Goro Game Reserve	<i>Time: 1220Z</i>

			<p><i>Licence and experience: Private pilot, 966 hours</i></p> <p><i>The private pilot was accompanied by his family on a flight from Pietermaritzburg to Goro Game Reserve for a weekend breakaway. During the take-off run for the return flight the pilot lost directional control of the aircraft, which veered to the right causing the right hand wing to contact some small bushes alongside the runway. The pilot did, however, continue with the take-off and impacted the ground shortly after becoming airborne. The aircraft was destroyed by a post-impact fire. The pilot and two of his passengers sustained only minor injuries. The probable cause was attributed to the left engine spooling up slower than the right when the throttles were advanced, possibly due to a leak in the exhaust gases as a result of a loose exhaust stack on the left engine. The pilot also stated that the right engine over-boost light had illuminated during the take off run where upon he reduced power on the right hand engine. This could have resulted in the aircraft veering to the right when the left engine rpm increased at the same time that power was reduced on the right engine.</i></p>
7239	Atlas Kudu	Phalaborwa Aerodrome	<p><i>Time: 1245Z</i></p> <p><i>Licence and experience: Private pilot, 107 hours</i></p> <p><i>The private pilot had been on a local flight in the Phalaborwa region when upon landing on Runway 01 with full flaps and an IAS of 70 Knots, the aircraft bounced. The right main under carriage collapsed causing the wing to contact the ground. The aircraft ground-looped through 180° before coming to rest. The right hand wing was substantially damaged but the pilot was not injured.</i></p>
7298	PA30	5nm West of Grand Central	<p><i>Time: 0900Z</i></p> <p><i>Licence and experience: Private pilot, 829 hours</i></p> <p><i>The private pilot stated that five minutes after take-off the right engine started running rough. Due to the fact that he was unable to rectify the problem, he secured the engine and turned back for Grand Central for a straight in approach for Runway 17. With the runway in sight and descending through 6500 ft the left engine started running rough. A forced landing was executed in a nearby grass field. During the landing the aircraft collided with a slight embankment resulting in substantial damage to the airframe. On-site inspection revealed that the fuel selectors were in the tip tank positions which were empty. The main fuel tanks were, however, filled to capacity.</i></p>
No	Aircraft	Place	Circumstances
7310	Robinson R-22 Beta	Wakkerstroom Aerodrome	<p><i>Time: 0530Z</i></p> <p><i>Licence and experience: Private pilot, 217 hours</i></p> <p><i>The private pilot departed on a solo scenic flight in the Wakkerstroom area and returned 20 minutes later. A passenger was uplifted and the same route was flown again. Upon return to the aerodrome, while the helicopter was positioned in the low hover approximately 10 ft AGL, the pilot noticed that the engine was not delivering full power as indicated by a slight drop in engine and rotor rpm. The drop in performance was, however, not significant and he decided to do one more flight before landing. The helicopter flew down Runway 22 and went through transition when at 35 ft AGL the engine lost power and the low rpm warning indicator illuminated, resulting in a forced landing. During the subsequent slide-on landing on fairly level terrain, the helicopter overturned and was substantially damaged. No injuries were sustained. The probable cause for the power loss was attributed to the formation of carburettor ice.</i></p>
7121 Fatal	Beech 55	Vermaakskop near Uitenhage	<p><i>Time: 1810Z</i></p> <p><i>Licence and experience: Private pilot, 793 hours and Night Rating</i></p> <p><i>The pilot, who was the owner of an industrial installation company and had fulfilled contractual obligations in Namibia during the past 6 weeks, was returning to Port Elizabeth for a holiday when the accident occurred. An eye-witness observed the aircraft on the descent for Port Elizabeth entering cloud where after he saw a bright flash in the cloud. The aircraft wreckage was located on rising ground approximately 15nm North West from Uitenhage. The aircraft was destroyed and the pilot was fatally injured. The cause for the accident was attributed to the pilot descending for Port Elizabeth too early which in IMC</i></p>

			<i>conditions resulted in the aircraft colliding with high ground.</i>
7173 Fatal	Olympia EON 465	Bloemfontein Gliding Club	Time: 1144Z Licence and experience: Glider pilot, 125 hours The pilot was on a winch launch when at a height of approximately 200 to 300 ft AGL the winch-gearbox disengaged. According to various eye-witness accounts the pilot released the winch cable after which the air brakes were seen to deploy. The aircraft then appeared to enter a right hand turn but the bank angle continued to increase and the aircraft entered an incipient spin to the right attaining a near vertical nose down attitude before colliding with the ground. The aircraft was destroyed during the collision and the pilot was fatally injured.
7191 Fatal	Bell 407	10nm North of Beaufort West	Time: 0410Z Licence and experience: Commercial pilot, 1900 hours and Night Rating The pilot was accompanied by the owner of the helicopter on a flight from the owner's farm to Oudtshoorn when shortly after take-off the helicopter collided with the ground. The helicopter was destroyed and both occupants were fatally injured. The cause for the accident was attributed to spatial disorientation, vertigo and loss of visual reference to the ground.
7204 Fatal	Emeraude CP301A	Ermelo Aerodrome	Time: 1510Z Licence and experience: Private pilot, 696 hours The pilot was conducting flight testing on the aircraft following the engine installation when the accident occurred. The aircraft had just turned onto the downwind leg for Runway 31 when the right wing failed and separated from the aircraft resulting in an uncontrolled collision with the ground. The aircraft was destroyed in a post impact fire and the pilot was fatally injured.
7274 Fatal	Two Windlass Aquila aircraft.	Oudtshoorn	Time: 1620Z Licence and Experience: Pilot 1: Commercial pilot, 8210 hours, Aircraft 1 Pilot 2: Student pilot, 17.3 hours, Aircraft 2 The two aircraft involved in the accident were in a group of 5 microlight aircraft that had just taken off from Oudtshoorn aerodrome for a local pleasure flight when they were seen to fly very close to one another. Aircraft number 2 then turned out to the left in what seemed to be an evasive manoeuvre. Aircraft number 1, piloted by the chief flying instructor of the flying school, followed the aircraft closely resulting in a mid-air collision. Both aircraft collided with the ground shortly thereafter fatally injuring both pilots as well as the passenger who was on board the number 2 aircraft. The cause for the accident was attributed to an error in judgement and the lack of a safety culture by the chief flying instructor and flying school.
No	Aircraft	Place	Circumstances
7314 Fatal	Windlass Trike	In the sea off Unkomaas beach	Time: 0730Z Licence and Experience: Microlight pilot, 367 hours The pilot was conducting flights off the beach at Unkomaas and was accompanied by a passenger when the accident occurred. The aircraft had just taken off from the beach and was in a low level right hand turn when the right wing made contact with the water and the aircraft crashed into the sea. Both occupants were seriously injured in the collision and the pilot passed away 9 days after the accident.
7206	Robinson R-22	Vaalwater	Time: 0700Z Licence and Experience: Private pilot, 3834 hours The pilot was accompanied by a passenger on a local flight and was flying at approximately 1000 ft AGL when the engine failed and the pilot executed an autorotational landing on an open field. On landing, the main rotors severed the tail boom. No injuries were sustained. The reason for the engine failure was not determined.
7214	Cessna 210	Caledon	Time: 1850Z Licence and Experience: Commercial pilot, 3975 hours, Grade 3 Instructors rating

			<i>The instructor pilot was accompanied by her student and four passengers on a cross country exercise from Rand Airport to Durban, Port Elizabeth, Cape Town and finally back to Rand Airport. On arrival at Durban, two of the passengers disembarked and the aircraft was refuelled before taking off for Port Elizabeth which was the next re-fuelling stop. On arrival at Port Elizabeth the pilot was informed that the fuel depot was already closed and that they would not be able to re-fuel there. She decided to then fly onwards to Cape Town as she was certain that they had enough fuel reserves. As the aircraft arrived at Celedon, the engine failed followed by a forced landing. During the approach to land, the aircraft collided with high tension wires. The aircraft was substantially damage and two of the passengers were injured. The cause for the engine failure was attributed to fuel exhaustion.</i>
7253	<i>Piper PA34-200T</i>	<i>Next to R43 Road, 10nm from Heidelberg.</i>	<i>Time: 1210Z Licence and Experience: Private pilot, 243 hours The pilot was accompanied by four passengers on a flight from Rand airport to Virginia when approaching Heidelberg, the fuel flow of the right engine started to drop. The pilot attempted to re-set the mixture but the fuel flow fluctuated and the engine failed. The pilot attempted to fly the aircraft back to Rand airport but was not successful and executed a forced landing on an open field approximately 10nm West of Heidelberg. The aircraft was substantially damaged but no injuries were sustained. The cause of the engine failure was attributed to a defective engine driven fuel pump which failed to seal properly due to hardened O-Rings.</i>
7265	<i>Robinson R-22</i>	<i>Mountain between Barberton and Nelspruit</i>	<i>Time: 140Z Licence and Experience: Private pilot, 210 hours The pilot was accompanied by a passenger on a flight from Nelspruit to Sodwana and was in the process of crossing a mountain range when he suddenly experienced a loss of power and was unable to maintain altitude. The pilot executed an autorotational landing and due to the sloping ground, the helicopter rolled over, resulting in substantial damage. No injuries were sustained. The loss of power was attributed to a strong down draught on the lee side of the mountain range which caused the helicopter to descend. It was also established that the helicopter had been overloaded by approximately 95 lb's.</i>
7280	<i>Hughes 269C</i>	<i>Graspan near Kimberley</i>	<i>Time: 0850Z Licence and Experience: Commercial pilot, 1956 hours The pilot was accompanied by a passenger on a game capture detail on a game farm in the Kimberley area when he allowed the main rotor rpm to decay to the point where he was unable to control the helicopter, resulting in a hard landing. No injuries were sustained.</i>
7299	<i>Cessna 182RG</i>	<i>Mafikeng</i>	<i>Time: 1100Z Licence and Experience: Private pilot, 78 hours. The pilot was accompanied by a passenger on a flight from Grootfontein to Arlington with a fuel stop at Mafikeng when on landing on Runway 04 at Mafikeng, the pilot lost directional control of the aircraft due to cross-wind conditions and departed the left hand side of the runway. The nose gear collapsed and the propeller struck the ground. No injuries were sustained.</i>
No	Aircraft	Place	Circumstances
7317	<i>Cessna T206H</i>	<i>12nm SW of Hartebeespoort dam</i>	<i>Time: 0720Z Licence and Experience: Commercial pilot, 2094 hours. The student was accompanied by an instructor during conversion training when the accident occurred. The student just completed a simulated forced landing when after he applied power, the engine failed. The instructor executed a forced landing on an open field resulting in minimal damage to the aircraft. No injuries were sustained. The cause for the engine failure was attributed to vapour lock in the fuel system.</i>
7339	<i>Cessna 210</i>	<i>Runway 06L, Lanseria</i>	<i>Time: 0945Z Licence and Experience: Commercial pilot, 2920 hours</i>

			<i>The pilot was conducting circuit and landing practise when during the third landing the pilot neglected to lower the undercarriage and landed with the gear retracted.</i>
7379	Windlass Trike	Scottburgh Aerodrome	<i>Time: 0730Z Licence and Experience: Microlight pilot, 40 hours The pilot was accompanied by a passenger on a local pleasure flight when on landing, the aircraft bounced and the pilot lost directional control. The aircraft collided with trees on the right hand side of the runway. Both passengers were only slightly injured.</i>
7394	Piper PA28-R200	Runway 29, Wonderboom	<i>Time: 1420Z Licence and Experience: Private pilot, 431 hours The private pilot was accompanied by three passengers and was conducting circuit and landing practise when during the second landing, the aircraft was landed with the gear retracted.</i>
0192 Incident	Cessna 210	Hoedspruit military Aerodrome	<i>Time: 0530Z Licence and Experience: Private pilot, 544 hours The pilot (owner) of the aircraft departed Wonderboom for a flight to a private aerodrome near Hoedspruit when on arrival at Hoedspruit he was not able to obtain a positive down-lock indication on the landing gear and decided to land at Hoedspruit military aerodrome instead. The controller at Hoedspruit military aerodrome indicated that the gear seemed to be down and locked. On landing the nose gear collapsed and the propeller contacted the ground. No injuries were sustained. The cause for the gear collapse was attributed to the failure of the two nose gear down lock pins which had failed due to metal fatigue.</i>
0193 Incident	Cessna 210	En-route to Nelspruit	<i>Time: 0530Z Licence and Experience: Commercial pilot, 14 947 hours. The aircraft was involved in a nose gear collapse incident and had been temporarily repaired for a ferry flight to Nelspruit when during the flight the pilot experienced severe vibration and elected to land at Kapama Game reserve aerodrome. The propeller was inspected and all indications were normal. The aircraft again took off where after at an airspeed of 110 Knots severe vibration was again experienced. The pilot reduced power and the vibration subsided and the aircraft landed at Nelspruit aerodrome. After landing, the elevator trim system was inspected and it was found that the trim actuator attachment bracket had failed which caused slack in the trim system.</i>
0213 Incident	Piper PA34-200	Port Alfred	<i>Time: 1300Z Licence and Experience: Commercial pilot, 2579 hours The student was accompanied by an instructor on twin rating training when the accident occurred when during an aborted simulated engine failure the student retracted the landing gear prior to landing and the aircraft landed with the gear retracted.</i>