

Aircraft Occurrence April 2025

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
TBU	10-04-2025	ZU-OIL	Private Farm 2.8 Nautical Miles East of FAWB	Shadow Lite CC	Aviation Training Organisations	GP	0	According to the flight instructor (FI), they commenced their flight uneventfully and conducted three circuits. During the fourth circuit, the flight instructor observed a drop in oil pressure and initiated a low-level circuit while informing Air Traffic Control (ATC) of the situation. At the same time, ATC was assisting another solo student pilot experiencing a radio communication failure. Upon visually identifying the other aircraft, the instructor elected to extend ZU-OIL's circuit to avoid potential conflict. While on the base leg for final approach, ZU-OIL experienced an engine failure, resulting in a rapid loss of altitude. The instructor conducted a forced landing on uneven terrain covered with tall grass. During the landing, the nose landing gear collapsed, causing the aircraft to nose over and come to rest in an inverted position.
TBU	12-04-2025	ZU-TNT	Private Farm 3 Nautical Miles East of FAKH	A J Aircraft	Operation of Non-Type Certificated Aircraft	GP	1	According to the co-owner of the aircraft, who had flown the same aircraft earlier on the day of the accident, the pilot conducted a pre-flight inspection before departing for aerobatics manoeuvring practice which was intended to be conducted within the vicinity of the aerodrome. The aircraft did not return as anticipated and was later reported that it had crashed on a farm located approximately 3 nautical miles east of Kitty Hawk Airfield. Emergency services (EMS), ARCC, SAPS, and the AIID were promptly contacted and were informed about the accident. The aircraft was found crashed and destroyed with a wreckage pattern consistent with that of a stall-spin accident.
TBU	10-04-2025	ZS-RVG	Rand Aerodrome (FAGM)	Robinson Helicopter Company	Aviation Training Organisations	GP	0	The approved training organisation (ATO) safety manager stated that the helicopter was on final approach at 10 feet (ft) above ground level (AGL) when it yawed to the right and spun several times; thereafter, it descended and crashed on the ground with the tail boom first. Fire and rescue services from the aerodrome dispatched to the accident site and assisted the pilot evacuate the aircraft.
TBU	01-04-2025	ZS-IOG	4 Nautical Miles East of Komati Sugar mil.	Thrush Aircraft, Inc	Agricultural Operations	MP	0	The pilot stated that the aircraft had 330 litres (L) of Jet-A1 fuel in the tanks prior to departure from the airstrip. Additionally, the chemical hopper behind the engine fire wall was filled to capacity (500 gallons [1892L]). The aircraft took off from the airstrip (gravel runway) and routed in the direction of the sugar cane field that was scheduled to be sprayed, which was approximately 2½ nautical miles (nm) north-east of the airstrip. Upon arrival at the sugar cane field, the pilot completed about 50 spray runs. As the pilot was about to perform the last two spray runs, he noticed a decrease in engine power and a significant loss of thrust. He pushed the power lever to the full forward position to regain the power, nonetheless, the engine did not get any better. The pilot instantly jettisoned about 50L of the chemical load that remained in the hopper. The aircraft crash-landed on the grass area outside of the sugar cane field and rested in an upright position.
TBU	01-04-2025	ZS-KSL	Virginia Aerodrome (FAVG)	Cessna Aircraft Company	Aviation Training Organisations	KZN	0	The air traffic control (ATC) officer who was on duty at the time stated that the aircraft departed from FAVG with four (4) hours of fuel endurance. The aircraft



								took off from Runway 05 and routed to the general flying (GF) area where the crew performed a few exercises. After approximately 20 minutes, the aircraft routed back to FAVG, and the crew performed a successful touch and go landing on Runway 05. The aircraft flew a circuit during which the crew requested to perform another touch and go landing on the same runway. The aircraft approached with the flaps at neutral (UP) position, it did not reach the active runway as expected and crashed onto the trees at Beachwood Golf course, approximately 300 metres (m) from the threshold of Runway 05. The aircraft came to rest upright. The controller activated the crash alarm, and the aerodrome accident rescue and firefighting (ARFF) team dispatched to the scene. The Aeronautical Rescue Coordination Centre (ARCC) was informed, and it promptly activated its comprehensive response network, deploying the emergency services to the accident scene. The aircraft sustained substantial damages. The pilots sustained minor injuries. First aid was administered to them, and they were then rushed to hospital for observations. The pilots were later released from hospital. The accident occurred under clear weather conditions, with visibility of 10 kilometres (km) reported.
TBU	21-04-2025	ZS-TCZ	Grand Central Aerodrome (FAGC)	Cessna Aircraft Company	Aviation Training Organisations	GP	0	The aircraft initially took off at 1030Z from Runway 35 with a Grade II instructor and student pilot on board and they performed three circuits and landing exercises. Then the crew did a full stop landing for an instructor drop off. The SP proceeded to the threshold of Runway 35 to do his initial solo circuit. The SP took off and flew a circuit. On touched down the aircraft bounced, the SP pushed the control column forward, and the aircraft bounced again 3 more times. The flight instructor was watching and told the SP to go around using a handheld radio. The SP applied full power to initiate a go-around. He then flew one circuit, landed and taxied to the parking bay. Upon arrival at the parking bay, the SP switched off the master switch and disembarked from the aircraft. An aircraft maintenance engineer (AME) inspected the aircraft and found that the firewall was bent, the propeller blades were bent, the under belly was crinkled, and the nose gear oleo was flat. The SP was not injured during the accident sequence.
TBU	24-04-2025	ZS-KHR	Private farm in Piekenierskloof near Citrusdal	Piper Aircraft Corporation	Agricultural Operations	WC	0	The pilot conducted three spray runs on the forth one, the aircraft was flying low, and the undercarriage collided with trees. The pilot lost control of the aircraft, and it crashed. The pilot switched off the master switch and disembarked the aircraft. The aircraft sustained substantial damage. The pilot was not injured during the accident sequence.
TBU	27-04-2025	ZU-ASI	3 Nautical Miles (nm) north of FABS	Piper Aircraft Corporation	Operation of Non-type Certificated Aircraft	NW	0	The pilot conducted three spray runs on the forth one, the aircraft was flying low, and the undercarriage collided with trees. The pilot lost control of the aircraft, and it crashed. The pilot switched off the master switch and disembarked the aircraft. The aircraft sustained substantial damage. The pilot was not injured during the accident sequence.



TBU	05-04-2025	ZU-JHF	Enroute to Morningstar Airfield (over Rieksbeek-Kasteel town)	Shadow Lite CC	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that after the aircraft had climbed to 3000 feet above ground level (AGL) and south of Rieksbeek- Kasteel town, the engine ran rough. The pilot then initiated a glide at 65 knots (kts) on a freshly cultivated maize field with full flap configuration shortly after the engine had stopped. The aircraft touched down and stopped without considerable damage; the undercarriage sustained minor damage because of the landing on an uneven surface. A local aircraft maintenance organisation recovered the aircraft for further investigation. According to the pilot, 90 litres of fuel remained on-board the aircraft after the forced landing
TBU	27-04-2025	ZS-FWR	Farm 3 Nautical Miles North East of FAWN	Piper Aircraft Corporation	Aviation Training Organisations	WC	0	The crew performed a circuit after take-off, followed by a touch-and go, which was followed by a simulated engine failure. On applying engine power, the engine started running rough and was losing power. The FI then decided to perform a forced landing on an open piece of farmland. The aircraft did not sustain any damage, nor were the two occupants injured. There was ample fuel on board the aircraft, and the oil level on the dip stick was at level 6, which was within the normal oil level range.
TBU	26-04-2025	ZU-STG	King Phalo Aerodrome (FAEL)	The Airplane Factory	Aviation Training Organisations	EC	0	This was a solo navigational flight with the student pilot intending to fly from FAVG to FAEL and then to FAMO. The pilot was cleared for landing Runway 11 by air traffic control with the prevailing wind 060° at 9 knots. On landing, the lower nose wheel support bracket bent to the right, and the propeller made contact with the runway surface as well as the left-wing tip. The aircraft came to a stop to the right of the runway centreline. The aircraft sustained minor damage, and the student pilot was not injured. ATC activated the crash alarm, and the aerodrome rescue and firefighting (ARFF) personnel responded to the aircraft that was stationary on the runway.
TBU	27-04-2025	ZU-EPC	Rand Aerodrome (FAGM)	Shadow Lite CC	Aviation Training Organisations	GP	0	The student pilot was cleared for landing Runway 11 by air traffic control with the prevailing wind of 150° at 6 knots. Shortly after touchdown down the right main landing strut assembly collapsed. The student pilot was unable to maintain directional control, and the aircraft veered off the runway to the left and came to rest on the grass. The aircraft sustained substantial damage. The student pilot was not injured.
TBU	10-04-2025	ZS-PPG/ ZS-YAE	Skukuza Airport (FASZ)	Beech Aircraft Corp / Embraer-Empresa Brasileir	Air Transport Operations - Carriage of less than 20 passengers or cargo / Air Transport Operations - Carriage on aeroplanes of more than 19 passengers or cargo	MP	0	On Thursday morning, 10 April 2025, two pilots on board a Beech King Air B200 aircraft with registration ZS-PPG, operating as Platinum 039 from Skukuza Airport (FASZ), Mpumalanga province to Lanseria International Airport (FALA), Gauteng province and ZS-YAE an Embraer 190 operating as Air Link (LNK) 861 with two pilots, two crew and 38 passengers from OR Tambo International Airport (FAOR) Gauteng province to Skukuza Airport (FASZ), Mpumalanga province. Visual meteorological conditions (VMC) by day prevailed and the flights were conducted under the provisions of Part 135 and Part 121 of the Civil Aviation Regulations (CAR) of 2011 as amended. The pilot of ZS-PPG reported that they had landed on RWY17 earlier that day to off load passengers and were planning on departing off RWY35 to FALA. Prior to taxiing to RWY 35 taxiway, the pilot of ZS-PPG broadcasted their intentions on Skukuza and Sabi (TIBA) frequencies, at the holding point they spoke to Lowveld (LASS) before entering the runway. LASS only confirmed the



squawk code and advised ZS-PPG to call airborne. No traffic information was given.

As ZS-PPG began to enter the runway the crew were surprised to see an Airlink aircraft appear over the hill on RWY17 (the opposite runway). The aircraft appeared to have completed the landing roll, the Captain of ZS-PPG assumed control of the aircraft and reversed off the runway.

Whilst reversing Skukuza radio informed ZS-PPG of the Airlink flight. No radio call or response from the Embraer (ZS-YAE/LNK861) crew was heard at any time during the event by the crew of ZS-PPG. After Airlink had cleared the runway to the main apron ZS-PPG departed and called Lowveld, and once acknowledging their clearance asked the controller why she had not informed them of the traffic inbound to Skukuza. No response was received.

The pilot of ZS-YAE operating as LNK861 to FASZ reported that they completed an RNAV approach for Runway 17. The crew established radio contact with 'SZK ground' (Skukuza ground information) on 125.25 MHz before commencing descent with an Estimated Time of Arrival (ETA). The crew of LNK861 made multiple radio broadcasts on 124.8 MHz and 128.35 MHz informing (TIBA) traffic of their position and progress to runway 17, including base leg and final approach. During the landing roll, LNK861 noticed ZS-PPG lining up on RWY35 with no radio calls made by ZS-PPG at any stage other than a broadcast of 'whoaa' indicating their surprise to see another aircraft (ZS-YAE) on the runway and also indicating that they were on the correct frequency.

Following a visual of ZS-YAE, the crew of ZS-PPG did reverse their aircraft but never fully vacated the runway. Shortly after, ZS-PPG took off from RWY 35 with no communication at all on the radio. After their departure they made a broadcast to other traffic using the callsign Platinum 039. Skukuza ground vehicle did make a call to ZS-PPG to hold their position only after they entered runway 35.