

Aircraft Occurrence August 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	03-08-2025	ZT-GAE	Approximately 15 meters before the football field	DG-800B	Operation of Non-Type Certificated Aircraft	WC	0	The pilot lost altitude and attempted to regain altitude by entering rotor air currents. With insufficient altitude to glide to the airfield, he chose to start the onboard two stroke engine, but the engine would not start in flight. The pilot then chose to complete a forced landing on a football field. The aircraft's right wing collided with fruit trees on the surrounding farm, the impact with the trees caused the aircraft to pivot to the right before landing on a wire fence adjacent to the football field.
TBU	14-08-2025	ZS-AEC	Offshore near Suncoast Casino beach in Durban	EA 300L	General Aviation and Operating Flight Rules	KZN	1	The aircraft departed from Virginia Airfield and crashed into the ocean whilst performing an aerobatic display along the Durban coastline near Suncoast Casino in KwaZulu-Natal province. The pilot was the sole occupant on-board.
TBU	14-08-2025	ZS-MPR	Runway 09 of Lephalale (Ellisras) Aerodrome (FAER)	402C	General Aviation and Operating Flight Rules	LIMPOPO	0	Whilst overhead FAER, the pilot conducted an overflight of the aerodrome to inspect the runway and check the wind direction on the windsock. The aircraft touched down on Runway 09 and rolled approximately 100–150 metres (m) when the pilot felt it yaw to the left of the runway centreline. The pilot applied full right rudder and maintained the input for approximately 50m. Despite this corrective action, the aircraft yawed further to the left and departed the runway (approximately 2–3m left of the centreline); it came to rest on the bushy area with shrubs adjacent to the runway.
TBU	22-08-2025	ZU-MGB	75 knots upon Morning Star Airfield runway	Sling 2	Aviation Training Organisations	WC	0	The flight instructor (FI) stated that a preflight inspection was performed of the aircraft, and no anomalies were noted. The aircraft had a total of 120 litres (L) of Avgas 100 LL fuel in the tanks. The FI was the pilot flying (PF) and his intention was to demonstrate precautionary landings to the student pilot (SP). Around 1215Z, the aircraft took off from Morning Star Airfield, Runway 02 and climbed to 1 500 feet (ft) above ground level (AGL). The aircraft then levelled off and routed to Altona Airfield located northwest of Cape Town near Philadelphia with the intention to demonstrate / perform the first precautionary landing. Approximately after an hour, the aircraft reached Altona Airfield. The FI followed the unmanned airfield procedure and assessed the wind direction which favoured Runway 27. The FI communicated his intention to the traffic around the airfield and later configured the aircraft in preparation for landing in accordance with (IAW) the pilot operating handbook (POH). The approach was conducted at 75 knots upon which the aircraft contacted the runway surface hard on the main landing gears (MLG). Consequently, the right main landing gear collapsed, and the propeller blades contacted the ground. The aircraft then swerved to the left and came to rest on the left-side of the runway. The pilot turned off the master and fuel and the duo vacated the aircraft unassisted. The aircraft sustained substantial damages; no injuries were reported.

TBU	23-08-2025	ZS-IZN	Open field near Thembaletu township cemetery in George	Aero Commander 500S	General Aviation and Operating Flight Rules	WC	0	The co-pilot stated that the aircraft fuel gauges indicated a total of 120 litres (L) of Avgas 100 LL fuel in the tanks during the preflight inspection. The aircraft departed from FAVV at around 0530Z and climbed to flight level (FL100) travelling at 176 knots. After 2 hours and 50 minutes, the pilot flying (PF) broadcasted his intentions to FAGG approach controller on frequency 128.2 Megahertz (MHz). While approaching Runway 29 (FAGG) at 3 000 feet (ft), the crew experienced a double engine stoppage. The PF maintained control of the aircraft and the co-pilot broadcasted a Mayday call to FAGG air traffic control (ATC) and informed them about their predicaments. The PF glided the aircraft to an open field near Thembaletu township cemetery in George and executed a forced landing. The aircraft sustained substantial damages during the accident sequence. The emergency services were notified, and they swiftly responded to the scene. The PF sustained serious head injuries. First aid was administered to him (PF) by the paramedics and was rushed to hospital for medical attention. The co-pilot showed no visible injuries but was also rushed to hospital for medical examination. Third party damage was limited to the cemetery facility and no one on the ground was injured or killed.
TBU	23-08-2025	ZS-NNZ	Piet Retief Central Airstrip	S-2R-T34	Aerial Work Operations	MP	0	On Saturday afternoon 23 August 2025, a pilot on board the Ayres S-2R-T34 Turbo Thrush aircraft with registration ZS-NNZ was conducting an aerial firefighting (firebombing) commercial flight from Piet Retief Central Airstrip with the intention to land at Rusplaas Airstrip, both in Mpumalanga Province. The flight was conducted under visual meteorological conditions (VMC) by day under the provisions of Part 137 of the Civil Aviation Regulations (CAR) 2011 as amended. The pilot stated that the aircraft had a total of 100 Gallons of Jet A1 fuel in the tanks during the preflight inspection. The aircraft also carried about 1 00 litres (L) of water in the hopper behind the engine fire wall. The aircraft departed from Piet Retief Central Airstrip and routed towards Mkhondo area between Piet Retief and Ermelo to extinguish the fire. After dropping the first load of water on the area that was ravaged by fire, the aircraft routed to Rusplaas Airstrip, also in Piet Retief to refill the hopper. The pilot reported that the landing was uneventful, however, as the aircraft was taxiing to the water filling point, the left main wheel went into a concealed ditch. Consequently, the left main gear bent outward and resulted in the left-wing tip impacting the ground. The aircraft also tilted forward and resulted in the propeller blades striking the ground. The aircraft came to a stop in the middle of the runway; it sustained substantial damages. The pilot turned off the master and fuel and vacated the aircraft unharmed.
TBU	27-08-2025	ZS-EKI	Outside Secunda Airfield (FASC)	Piper PA-28-140-Cherokee	Aviation Training Organisations	MP	0	On Wednesday, 27 August 2025, a student pilot (SP) on board a Piper PA-28-140 Cherokee aircraft with registration ZS-EKI was conducting a solo navigation training flight from Brakpan Airfield (FABB) in Gauteng Province with the intention to return to FABB when the accident occurred. There was a flight plan filed with Johannesburg (JHB) briefing, and the flight was conducted under visual meteorological conditions (VMC) by day under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended. The student flight instructor (FI) reported that the SP was well rested on the day and fit to undertake the flight. The routes planned were from FABB to FASC and then to Witbank (FAWI) and back to FABB. The eyewitness at FASC stated that the wind was variable at 7 to 8 knots around the time the aircraft joined the final leg. The aircraft appeared stable during the final approach for landing on Runway 11, which is 1,100 metres

								(m) in length. Just after passing the threshold of Runway 11, the wind changed/shifted to a tailwind, and the aircraft was observed floating above the runway surface for a while, after which it touched down about two-thirds down the runway. High engine revolutions (revs) were heard, which indicated that the SP opened the throttle to full power with the intention to get airborne. However, the aircraft rotated but could not climb; consequently, it struck the east-side airfield perimeter fence before it crash-landed on an open space near a public road outside the airfield. The aircraft came to rest on its belly; it sustained substantial damage. The emergency services were notified, and they swiftly responded to the scene. The SP sustained serious head injuries. First aid was administered to the SP by the paramedics before she was transported by road in an ambulance to a nearby hospital. Third-party damage was limited to the airfield perimeter fence.
TBU	02-08-2025	ZS-ZWO	24°54'06.4"S 29°52'47.3"E	737-800	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	GP	0	FA570 departed from OR Tambo International Airport (FAOR) in Gauteng province South Africa with the intention to fly to Abeid Amani Karume International Airport (HTZA) in Zanzibar. At FL370 a bleed trip light illuminated, and the crew commenced with an emergency descent. Crew donned their oxygen masks, completed the QRH checklist for rapid decompression and passengers' oxygen masks were automatically deployed. The crew diverted back to FAOR and successfully landed the aircraft. No crew or passengers were injured, and the aircraft suffered no damage during the incident.
TBU	05-08-2025	ZS-RMU	500ft within the FAVG	RH44	Commercial Helicopter Operations	KZN	0	A pilot and two passengers onboard a Robinson RH44 helicopter departed from Virginia Airfield in KwaZulu-Natal province to engage in a scenic flight. Whilst approximately 500ft on a seaward track and abeam a pond located at the end of the Beachwood Golf Course, the pilot spotted a yellow and blue fixedwing Sling aircraft from his 11 o'clock position. He estimated the aircraft to be 20–30 metres away and at the same altitude on a descending heading, flying across and below towards his 5 o'clock position. The pilot's assessment was that the fixed-wing aircraft was turning from base to final approach.
TBU	07-08-2025	ZU-FEH	Veered off the runway of Altona Airfield	Waix	Operation of Non-Type Certificated Aircraft	WC	0	On 7 August 2025 at 1000Z, a pilot on-board a Sonex sports aircraft took off on a scenic flight from Morningstar Airfield to a privately owned Altona Airfield. During the landing roll at Altona Airfield, the pilot noticed a box in the middle of the runway and swerved to avoid impacting it. The aircraft veered off the runway and on to a ditch on the left shoulder of the runway. The pilot was not injured. The aircraft sustained minor damage.
TBU	10-08-2025	ZU-RTM	Runway 27 at an unmanned airfield (FAMN)	Calidus	Operation of Non-Type Certificated Aircraft	MP	0	ZU-RTM was preparing for take-off on Runway 27 at an unmanned airfield (FAMN) when a SAPS-operated PC12 (ZS-APS) was on short final for Runway 09. ZS-APS was not following unmanned airfield approach and landing procedures, nor was it reporting its position on frequency. This forced ZU-RTM to take evasive action to avoid a collision.

TBU	11-08-2025	ZS-FLR	Runway 01 at New Tempe Airport	Bonanza,V35A	General Aviation and Operating Flight Rules	FS	0	During landing on Runway 01 at New Tempe Airport, the aircraft's landing gear collapsed. The aircraft came to rest on its belly, with the nose oriented towards the runway centreline. The aircraft sustained damage to the undercarriage, fuselage, and propeller blades. There were no injuries to the pilot or passenger.
TBU	12-08-2025	ZS-ZWX	Kruger Mpumalanga International Airport (FAKN)	737-800	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	MP	0	On 12 August 2025, a Safair Boeing 737-800 (ZS-ZWX) aircraft was on approach for Runway 05 at Kruger Mpumalanga International Airport (FAKN) in Mpumalanga province. The ATC cleared the Airlink ERJ-135 for take-off. However, the ERJ-135 crew advised the ATC that the preceding traffic had not yet commenced their instructed turn. The ATC was unaware that the turn had not yet been executed. Once the preceding traffic initiated the turn, the ERJ-135 was again cleared for take-off. During the take-off roll, ZS-ZWX entered the landing zone which resulted in reduced separation. The crew of ZS-ZWX initiated a go-around and advised ATC. Tower (ATC) instructed them to execute a right turn. The ZS-ZWX maintained visual contact with ERJ-135 whilst it flew past and to right above them before it climbed to 8000 feet after which radar vectors were provided for a second approach.
TBU	16-08-2025	ZU-IHA	Approximately 200 metres from runway (RWY) 06 at FAPY	LA-60	Operation of Parachutes and Drop Zones	FS	0	On Saturday, 16 August 2025, a pilot on-board an Apollo T AL-60 aircraft with registration ZU-IHA took off on a skydiving operation from Parys Airfield (FAPY) in Free State province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 105 of the Civil Aviation Regulations (CAR) 2011 as amended. At 16000 feet (ft), the pilot reported to the air traffic control that the aircraft engine had failed and, thereafter, requested to drop the skydivers. The request was granted and the skydivers jumped off the aircraft. As the aircraft was descending for a forced landing, the pilot noticed flames on the left exhaust, but the fire got extinguished by itself before landing. The aircraft landed approximately 200 metres from Runway (RWY) 06 at FAPY. The pilot was not injured. All the skydivers (passengers) were also not injured. The aircraft sustained damage to the nosewheel, and two of the three propellers bent during the occurrence sequence.
TBU	19-08-2025	ZS-SVR	Right side of runway (RWY) 07 of FALA	PA-28-140	Aviation Training Organisations	GP	0	A student pilot (SP) on-board a Piper Cherokee PA-28-140 with registration ZS-SVR departed from Lanseria International Airport (FALA) in Gauteng province. The pilot stated that during approach for landing, the wind strength increased. Just before touchdown, the aircraft veered towards the right side of Runway (RWY) 07. The pilot stated that he attempted to correct the situation but the aircraft touch down hard. As a result, the nose wheel broke and the propeller impacted the runway.

TBU	19-08-2025	ZU-FGD	Private strip in Eastern Cape	Bantam B22J	Operation of Non-Type Certificated Aircraft	EC	0	On Tuesday, 19 August 2025, a pilot and a passenger on-board a Bantam B22J aircraft with registration ZU-FGD was taxiing at a private strip in Eastern Cape province when he noticed that the throttle was malfunctioning and, therefore, could not continue with the flight. The pilot stated that he decided to taxi back to the hangar but the throttle jammed, and the aircraft collided with a vehicle.
TBU	21-08-2025	ZS-EFI	During approach for runway 17 of FAGC	PA-28-140	Aviation Training Organisations	GP	0	On Thursday, 21 August 2025, a student pilot (SP) on-board a Piper Cherokee PA-28-140 with registration ZS-EFI took off on a solo navigational training flight from Grand Central Airport (FAGC), Gauteng province, with the intention to land back at the same airport. On the third attempt to land, the aircraft touched down hard and bounced. As a result, the nose wheel broke and the propeller impacted the runway.
TBU	29-08-2025	ZU-WIL	approximately 12 nautical miles west of FAWB	J430	Operation of Non-Type Certificated Aircraft	GP	0	On Friday morning, 29 August 2025, a pilot and crew on board a Jabiru J430 aircraft with registration ZU-WIL, were conducting a private flight from Wonderboom Aerodrome (FAWB), Gauteng Province, with the intention to land back at the same Aerodrome. Visual meteorological conditions (VMC) prevailed by day, and the flight was conducted under the provisions of Part 94 of the Civil Aviation Regulations (CAR) of 2011 as amended. The pilot reported that he completed a preflight check on the aircraft with no anomalies detected in preparation for testing on board surveillance, near Rustenburg airport (FARG), before returning to FAWB. The aircraft took off at approximately 0630Z and routed west towards FARG. After approximately 2 hours of flight, the aircraft's engine started running rough and subsequently lost power. The pilot was unsuccessful in restoring engine power and elected to execute an emergency landing at Kroon Airfield, approximately 12 nautical miles west of FAWB. The aircraft landed on runway 29 in an easterly direction at Kroon Airfield. During the landing roll, the aircraft overshot the runway and ran through the airfield perimeter fence. The nose landing gear failed, and the aircraft came to rest several meters to the left of the extended runway centre line. There were no reported injuries to the two occupants. The aircraft sustained damage to the nose landing gear.
TBU	29-08-2025	ZS-MLD	Springs Aerodrome (FASI)	PA34 200T Seneca II	General Aviation and Operating Flight Rules	GP	0	On Friday afternoon, 29 August 2025, a Flight Instructor (FI) and Student Pilot (SP) on board a Piper PA34 200 T Seneca II aircraft with registration ZS-MLD, were conducting a private flight from Springs Aerodrome (FASI), Gauteng Province, to Vaal Dam with the intention to land back at the same Aerodrome. Visual meteorological conditions (VMC) prevailed by day, and the flight was conducted under the provisions of Part 91 of the Civil Aviation Regulations (CAR) of 2011 as amended. The FI reported that the two pilots completed a preflight inspection on the aircraft with no anomalies observed. The two aircraft engines started normally with all the cockpit instruments indicating within acceptable green parameters. However, before taxiing from the apron to the active runway 03, the nose landing gear unexpectedly collapsed, causing the propeller blades to strike the ground. No injuries were reported, but the aircraft sustained damage to the nose landing gear, the nose section, and propeller blades.



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