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Aircraft Occurrence August 2026

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
CA18/2/3/10674	01-08-2026	ZU-TAX	4 nautical miles W of New Tempe Aerodrome (FATP)	Jabiru J430	General Aviation and Operating Flight Rules	GP	0	The aircraft had been taken to the Jabiru Factory in George for a crank replacement. The accident flight was a ferry flight from the manufacturer's AMO facility to its home base at Eagles Creek. During the preflight inspection, the pilot confirmed that the aircraft had 135 litres of Avgas 100LL on board and reported no anomalies. The aircraft departed FAGG at 0833Z and routed north-east towards New Tempe Aerodrome (FATP) for refuelling. After approximately 3 hours and 30 minutes of flight, while descending to 6 000 feet above ground level, the fuel light illuminated and the engine began to splutter. The pilot elected to conduct a precautionary landing in a field about 4 nautical miles west of FATP. During the landing on uneven bush terrain, the left-wing tip, engine cowling and nose landing gear were damaged. None of the occupants was injured.
CA18/2/3/10675	05-08-2026	ZU-KAN	In the Albert Falls Dam, 29°27'28.49"S, 030°23'28.60"E	B22 Bat Hawk R	Operation of Non-Type Certificated Aircraft	KZN	0	After take-off, the pilot climbed to 4000 feet above mean sea level to practise sideslip manoeuvres over the dam wall area. He then descended to 3000 ft and continued the manoeuvres, before descending further to 2500 ft and repeating the exercise over the dam. During this manoeuvre, the aircraft impacted the water surface. The pilot exited the aircraft before it submerged and disappeared below the surface, then swam approximately 0.5 km to shore.
CA18/2/3/10676	07-08-2026	ZS-PLS	Runway 23 at FAVG	C152	Aviation Training Organisations	KZN	0	According to the instructor, the SP completed three successful touch-and-go circuits on Runway (RWY) 23 with him on board, and thereafter he disembarked to allow the SP to continue with her first solo circuit. The instructor stated that he went to the tower to observe. The departure and all the

								legs of the circuit were uneventful until final approach. At touchdown the aircraft was seen bouncing twice before settling on the RWY and coming to a stop. The SP advised the instructor and safety officer that she was incapacitated during flare and did not remember what happened, however, she managed to disembark without assistance and had no injuries The aircraft sustained damage to the propeller tips, lower engine cowling, and nose gear collapsed.
CA18/2/3/10677	18-08-2026	ZS-EEG	On Runway 28R at Port Alfred Airfield (FAPA)	PA 28-140	Aviation Training Organisations	EC	0	According to the ATO safety officer, the student pilot was conducting touch-and-go training on RWY 28R. After touchdown, the pilot retracted the flaps and applied full power to take off again. During the take-off roll, the aircraft began yawing to the left and continued to swerve further left. The pilot lost directional control, and the aircraft veered off to the left side of the runway onto the grass. The nose landing gear broke off and, subsequently, the propeller struck the ground, and the aircraft came to rest on the lower engine cowling. The student pilot was not injured, and the aircraft was substantially damaged.
CA18/2/3/10678	19-08-2026	ZU-ILS	Runway 09 at FAMN	Raven 1	Operation of Non-Type Certificated Aircraft	MP	0	The pilot completed a pre-flight inspection with no anomalies noted, then conducted circuit training on RWY 09. After the sixth circuit, during a full-stop landing, the aircraft veered left off the runway and struck trees, causing the nose gear to collapse and both wing outboard sections to break. The aircraft stopped about 15 m from the runway edge. The pilot was unharmed, and the aircraft was substantially damaged.
CA18/2/3/10679	21-08-2026	ZU-BVU	Plot, Elandskraal GPS 25°45'09.20"S 27°36'40.72"E Elevation 4072 ft	Windlass Aquilla	Operation of Non-Type Certificated Aircraft	NW	1	The owner stated that the pilot conducted a pre-flight inspection and identified no anomalies. The aircraft then took off from the owner's private airstrip on the plot in a north-westerly direction. After climbing to approximately 100 ft above ground level, the pilot initiated a sharp left turn. Shortly thereafter, the aircraft lost lift, the pilot lost control, and the aircraft impacted the ground. The aircraft sustained substantial damage during the

								impact sequence. The pilot was transported to hospital with serious injuries but later succumbed to those injuries. Preliminary findings show that the pilot did not hold the required licence and rating at the time of the accident. The aircraft ownership transfer was also not yet complete. This process included deregistration and reregistration, as the new owner had received the aircraft only two days before the accident flight.
CA/18/3/2/1564	03-08-2026	ZS-ETK & ZS-WGB	On the Apron at FAGC	C172H & PA-28-235	Aviation Training Organisations	GP	0	The operator of the aircraft stated that the SP conducted a preflight inspection and there were no anomalies noted. Then the SP proceeded to taxi, and the left wing collided with the rudder of a stationary Piper 28 on the apron. The SP switched off the master and disembarked the aircraft. The aircraft (ZSETK) was not damaged; ZSWGB sustained damage onthe rudder, and the SP was not injured during the incident sequence.
CA/18/3/2/1565	05-08-2026	5Y-CYC	Runway 19 at FACT	B737-800	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	WC	0	The airport operator stated that the flight was diverted to FAPE earlier that day due to lowvisibility operations (LVO). The aircraft took off from FAPE to FACT and after touchdown on Runway 19, two left / port side main gear tyres burst. The aircraft stopped and remained on the runway for a few hours. Damage was limited to the left main gear door and the brakes (two) and wheels assemblies that were later replaced. None of the occupants was injured during the serious incident sequence.
CA/18/3/2/1566	03-08-2026	ZS-EBL	1 nautical miles east of FAPA	PA-28-140	Aviation Training Organisations	EC	0	The operator of the aircraft stated that the FI and SP conducted a pre-fight inspection and there were no anomalies noted. The crew took off and conducted 3 uneventful circuits on Runway 01R. After the third circuit, while they were on the upwind of the threshold of Runway 01R, the instructor took control of the aircraft to demonstrate a simulated engine failure after take-off. After the simulation, just before recovery, the engine spluttered and lost power. The FI decided to force-land the aircraft in a wet grass area 1nm east of FAPA. The crew switched off the master and disembarked the aircraft. The aircraft was not

								damaged, and none of the occupants was injured during the accident sequence.
CA18/3/2/1567	05-08-2026	ZU-FYP	On RWY 34 OF (FAPE)	Sling 2	Operation of Non-Type Certificated Aircraft	EC	0	The pilot stated that the departure from FAPE at 1400Z to FAGT was uneventful. Upon arrival, they completed an unmanned joining procedure and decided to use Runway 34 for a touch-and-go circuit. The pilot stated that on final approach and after flaring, the aircraft ballooned and bounced twice. Following the second bounce, the pilot applied full power with an attempt to go around; however, the aircraft did not respond and skidded with the nose gear oleo after the wheel collapsed. The aircraft sustained damage to the nose gear and the propeller. The pilot and passenger were no harmed.
CA18/3/2/1568	29-08-2026	ZU-BVK	Rand Airport (FAGM)	North American T-6G Texan / Harvard Mk4	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he had conducted a pre-flight inspection of the aircraft, during which no anomalies were noted. At approximately 1200Z, the aircraft departed and proceeded via Kyalami. During the landing roll on Runway 29 at FAGM, in wind conditions of 10 to 12 kt, the pilot lost directional control, and the aircraft veered left off the asphalt runway. During the runway excursion, the left main landing gear struck a runway edge light and broke off. The left wing subsequently dropped and sustained minor damage. The aircraft came to rest on the grass area adjacent at a tail high attitude.

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