

## Aircraft Occurrence December 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	06-12-2025	ZS-WJE	Approximately 29 nautical miles northwest of FAPP	Aviate Products CC	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	According to one of the first respondents the pilot took off from Musina with approximately 40 litres of fuel in tanks with the intention to land at Pietersburg Civil airport (FAP) for refuelling before continuing to Modimolle. During the flight, his phone battery went flat, and the pilot drifted off the planned route. The aircraft engine was cut off due to fuel exhaustion. The pilot executed a forced landing on an open field but the nosewheel ran into uneven ground during the ground run. The aircraft flipped over and came to rest on its right side.
TBU	14-12-2025	ZS-LUG	Near Kroonstad airfield	Piper Aircraft, INC	Aerial Work Operations	FS	0	The pilot conducted two crop spray runs, after the completion, he routed northwest and made a low-level steep turn to the right. During the turn the aircraft impacted the ground with the right wing followed by landing gears. The aircraft skidded for approximately 110 meters before it came to rest in an upright position with the wings in an inverted position. The cockpit was facing north-westerly direction. The operator noticed that the pilot was not returning back to the airfield and he established contact on a cellphone. The pilot heard the phone ringing and crawled to answer it, that's when he managed to inform the operator of the accident.
TBU	14-12-2025	ZU-BZC	Approximately 20 feet from the Plettenberg Bay Airport	Solo Wings CC	Operation of Non-Type Certificated Aircraft	WC	0	The pilot reported that he took off from runway 30 to conduct one circuit, and a full stop landing. Prior to take-off the wind was coming from south-westerly direction at 5 knots. During the approach for landing, after passing runway threshold, at approximately 20 feet, he experienced a sudden gust of wind from the Southerly direction. He lost control of the aircraft whereafter it contacted the runway hard and veered off to the right of the runway, subsequently the nose landing gear broke off.
TBU	12-12-2025	ZU-RLS	General flying area of Bapsfontein Aerodrome(FABA)	Magni Gyro SRL	Aviation Training Organisations	GP	0	The pilot reported that he took off from runway 02 and flew to the general flying (GF) area. On return from the GF the aircraft landed, and he applied back pressure to absorb the rotor energy, and a strong wind blew the gyro over, the aircraft came to rest on its right side. The pilot reported a crosswind of 40km/h. The aircraft sustained substantial damage to the fuselage, main rotor and the propeller.
TBU	29-12-2025	ZS-ROM	300 meters northwest of departure point	Robinson Helicopter Company	Aerial Work Operations	EC	0	The pilot stated that the wire inspection around the area he planned to service was conducted the previous day (28 December 2025), during which some of the high voltage wires which crossed the intended flight path were identified and marked. The preflight inspection of the

								helicopter was conducted and no anomalies were noted. The crop spraying task begun at approximately 0300Z. After the seventh load of chemical was uploaded and during the spray run application at approximately 10 metres (m) above ground level (AGL), the helicopter collided with the wires. Subsequently control was lost and the helicopter crashed onto the ground. The pilot sustained minor injuries.
TBU	30-12-2025	ZU-JHM	Approximately 500 meters (runway is 600m long) of Chief Dawid Stuurman International Airport (FAPE)	Urban Air S.R.O.	Operation of Non-Type Certificated Aircraft	EC	0	The pilot stated that during the take-off roll, the aircraft did not achieve the take-off speed required and when he looked at the instruments, he had full power but the engine's revolution per minute (RPM) was at 4 000 RPM instead of 5500 RPM. At approximately 500 meters (runway is 600m long) the pilot decided to abort take-off and stop the aircraft. The aircraft could not stop in time but exited the runway and went through the fence before coming to a stop.
TBU	30-12-2025	ZS-ETL	4 meters to left of RWY 25 of Secunda Aerodrome to Secunda Aerodrome (FASC)	Cessna Aircraft Company	Aviation Training Organisations	MP	0	The pilot stated that after take-off from FASC, he routed to the general flying area (GFA), southeast of FASC. From the GFA he routed to an unregistered airstrip to practice precautionary landings. During the final approach for Runway 05, a sudden gust of wind from the right pushed the aircraft to the left. Consequently, the aircraft pulled to the left and touched down a few meters to the left of the runway. During the landing roll, the nose wheel got stuck in a ditch and the aircraft nosed over.
TBU	27-12-2025	ZS-NTT	Runway 11 of Wonderboom Airport (FAWB)	Beech Aircraft Corporation	General Aviation and Operating Flight Rules	GP		The pilot stated the aircraft took off at approximately 0130Z and it contained 6 400 pounds (lbs) of Jet A1 fuel. Upon arrival at FAWB around 0330Z, the pilot selected the gear lever to the down position and noted / confirmed only the two green down and locked indication lights for the right main gear and the nose. The pilot then followed the trouble shooting method as outlined in the pilot operating handbook (POH) but could not get the left gear green light. FAWB tower was not open at the time, and the pilot called a friend who contacted FAWB fire and rescue department which assisted by spraying the foam on the runway surface in preparation for wheels-up / belly landing. At approximately 0425Z, the aircraft approached Runway 11 and performed a belly landing. no injuries were reported and the aircraft sustained minor damages on the underbelly. The aircraft was recovered to the aircraft maintenance organisation (AMO) facility for further engineering investigation. The investigation revealed that the screw holding the pin that secures the left main gear shaft came loose, consequently the pin fell out resulting in separation and thus disablement or no response of the left main gear leg after it was selected or commanded to the down position.