

Aircraft Occurrence February 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	01-02-2025	ZS-RUT	7.9NM southeast of FAGM	Robinson Helicopter Company	General Aviation and Operating Flight Rules	GP	0	The pilot stated that on arrival at Kromvlei another helicopter was in the circuit, and he joined behind for Runway 35 final approach and when he was about to flare, he realised that he was using too much anti-torque pedal (left) and he tried to increase power by pulling on the collective but there was no difference. He then ran out of power and the helicopter swung 270° to the right. He lowered the collective and the helicopter impacted the ground hard on the side of the runway. Pilot and passengers were not injured and helicopter sustained damages to the tail rotor, tail boom and skids.
TBU	04-02-2025	ZS-MKY	Wonderboom Airport (FAWB)	Piper Aircraft Corp	Aviation training organisations	GP	0	The instructor reported that he started the aircraft at 1230Z and spent 10 to 15 minutes doing the run-up checks. The aircraft took-off at 1458Z on Runway 29 and headed west towards FABS. After passing 300ft above ground level (AGL) they completed after take-off checks and at 500ft AGL the engine suddenly lost power and the engine revolutions per minute (RPM) dropped to idle. The instructor tried carried out some fault finding by using different power settings, but the engine surged for a short period and then lost power again. At that stage, the aircraft was losing height and the instructor landed straight ahead in a bushy area. The aircraft sustained substantial damage. Damage was to the left wing, propeller blade and the nose gear.
TBU	05-02-2025	ZS-RAC	1.4NM west of Runway 08 threshold Polokwane Civil Aerodrome (FAPI)	Bell Helicopter Textron Canada LTD	General Aviation and Operating Flight Rules	LIMPOPO	1	According to reports received the helicopter departed FAGM with the intention of clearing customs at FAPP and then proceeding to a destination in Zimbabwe where it is based and operated from. There is no eyewitness to this accident. The helicopter crashed in an open field surrounded by bushes. The helicopter was destroyed, and the pilot was fatally injured. The accident was reported by Pietersburg Civil Airport (FAPI) to the Aeronautical Search and Rescue Coordinating Centre (ARCC) who informed AIID.
TBU	21-02-2025	ZU-IUV	Rand Airport (FAGM)	De Havilland Aircraft company	Operation of Non-Type Certificated Aircraft	GP	0	After take-off from Runway 35 while on a climb the engine started spluttering and the pilot said he changed power settings and mixture, but the engine kept losing power. The pilot informed the tower about the situation and requested a left turn the aircraft turned left at a height of approximately 300 ft above ground level (AGL). He looked to the left of the aircraft and saw the airspeed was in the red (lower than 45 mph) and decided to land on grass south of Runway 11. During the landing roll before the aircraft could stop it impacted a pile of cut grass with the right undercarriage. The right undercarriage collapsed, and the aircraft ground looped and came to a stop. The propeller broke, and the forward airframe sustained damages.
TBU	26-02-2025	ZS-TDI	FALA	Diamond Aircraft Industries	Aviation training organisations	GP	0	The flight instructor (FI) stated that the take-off and the first circuit were uneventful. During the second circuit the air traffic controller (ATC) requested that the crew of ZS-TDI fly a shorter circuit so that they could fit in ahead of instrument flight rules (IFR) which was inbound, and the flight instructor agreed. Then he told the pilot that the approach would be one without flaps. On the final approach, the landing gear warning sounded but the crew mistook it for the no flaps warning. On touchdown, the crew realized that they had forgotten to extend the landing gear, and the aircraft landed on its belly. The propeller struck the ground, and the aircraft stopped on the runway. The crew disembarked the aircraft unassisted. The flight instructor and the pilot were not injured during the accident, the aircraft sustained damage to both propellers, the engine bottom cowlings and the belly.

TBU	26-02-2025	ZS-MNW	Runway 11 at Swiss Valley Farm	Maule Aircraft Corp	General Aviation and Operating Flight Rules	KZN	0	On arrival, the pilot joined overhead to observe the prevailing wind and decided to land on Runway 18. On final approach, the pilot saw that the runway was narrow and the grass on the sides was tall. He then decided to apply full power to perform a go-around; however, the right wing got caught by the tall grass. The pilot lost directional control and the aircraft landed hard with the right main landing gear first and it subsequently broke off and the propeller struck the ground. The aircraft did a 180-degree turn and stopped. The pilot switched off the master switch and disembarked the aircraft. The pilot was not injured during the accident. The right main landing gear wheel broke off, the propeller blade tip bent, and the left elevator was damaged.
TBU	23-02-2025	ZU-IMN	Newlands Sugar Cane Farm near Groutville Private Airfield	Micro Aircraft Africa	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot stated that he was signed off for crop-spraying and he was conducting a private flight to practise at the time of the accident. The aircraft took off from Runway 23 in Groutville Private Airfield. After departure, the pilot obtained inbound clearance for King Shaka International Airport control zone (CTR) as Newlands Sugarcane Farm is at the CTR boundary. The aircraft was cleared inbound, and the pilot was advised to remain at 500ft and below. Upon arrival at Newlands Sugarcane Farm, he flew over the farm at 500 ft to identify the field and observe obstacles, if any. The pilot flew his first run into the wind without event. On the second run, he descended to 400 ft; the wind was blowing from the back of the aircraft and there was a steep gradient ahead. The aircraft sank, and the pilot applied full power to try climb out but was unsuccessful. The aircraft impacted the sugarcane and crashed. The pilot disembarked from the aircraft without assistance and called for help.
TBU	27-02-2025	ZU-IJM	Runway 05 at Leppan farm airstrip 14 Nautical Miles northeast of FAGG	Sling Aircraft Pty (Ltd)	Operation of Non-Type Certificated Aircraft	WC	0	The pilot reported that he conducted a preflight check and departed from Morningstar Airfield with no anomalies noted. The aircraft took off at 1000Z and routed east. The two-hour flight was uneventful, and the pilot followed the unmanned joining procedure to join the circuit of Runway 05 at the Leppan farm airstrip. However, during landing, the aircraft touched down hard on the grass airfield. The nose gear failed, and the aircraft skidded before coming to a stop on the left edge of the runway.
TBU	01-02-2025	ZU-EJB	Near Alton primary School that is 17.07NM north of FASH	Aeroprakt LTD	Operation of Non-Type Certificated Aircraft	WC	0	The pilot reported that this was an hour building flight and he took off at 0824Z with full tanks of fuel (90L) – endurance 5 hours. He was cruising at 1500 feet above ground level (AGL) in a northerly direction and when he approached Diemerskraal Aerodrome he climbed to 3000 AGL to clear their circuit. Once he passed the circuit and now flying in a southerly direction the engine started running rough and stopped. He could not identify what could have caused it and restarted the engine, it ran for a few seconds and stopped again. He then decided to perform a forced landing on the open field ahead of him.
TBU	08-02-2025	ZS-LFW	Twin Cities Mall in Heidedal, Bloemfontein	Beech Aircraft Corporation	General Aviation and Operating Flight Rules	NC	0	According to the pilot-in-command (PIC), they received an annunciator warning light in the cockpit "DOOR" with the aircraft already depressurized as they were on the approach for FABL. The PIC then asked the paramedic to check the door for any anomalies. He reported back that one of the green lines did not line up, but all the other lines were aligned. Shortly thereafter the door departed the aircraft and fell in the parking area of a shopping mall in Bloemfontein. The crew continued with the flight and performed an uneventful landing at FABL. No person suffered any injuries, nor was any property damaged on the ground. The door was retrieved by the security company at the mall and was kept in safekeeping until the PIC came to collect it.
TBU	12-02-2025	ZS-CMK	FAOR	Bombardier Incorporated	Air transport operations: Carriage on aeroplanes of more than 19 passengers or cargo	GP	0	According to available information, this was the crew's first flight of the day. They briefed at 0815Z left the office at 0830Z and arrived at parking bay C16 at 0850Z. The aircraft arrived at the parking bay at 0900Z. The PIC requested that the aircraft be refueled at 0909Z. The scheduled departure time for flight 5Z0764 was 0935Z. The pilots indicated they did not look out and confirm they were clear of the fuel bowser before taxi

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