

Aircraft Occurrence February 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
TBU	03-02-2026	ZT-RPM	Kromvlei Helicopter general flying area,	Bell 230	Aviation Training Organisations	GP	0	According to the report from the operator, the helicopter departed FAGM at 1130Z and routed to the Kromvlei helicopter general flying area (GFA) for conversion exercises to Bell 230 helicopter type. During the exercise and after the helicopter had lifted off and climbed to 150 feet (ft) above ground level (AGL), the pilot undertraining who was the pilot flying (PF) pushed the cyclic control lever forward which resulted in the helicopter's nose pitching down. The FI then closed the power on one engine, and the helicopter entered an uncontrolled descent. Consequently, it impacted the ground on the left main wheel. It then rolled over to the left causing the main rotor blades to strike the ground.
TBU	04-02-2026	ZS-EXR	On a private property near Castenhof hospital in the Glen Austin area in Midrand	PA-28-140 Cherokee	Aviation Training Organisations	GP	0	According to the operator, the aircraft departed FAGC at 0400Z and flew to the general flying area (GFA) to conduct training. The pair completed the training as planned and flew back to FSGC. Enroute while in the vicinity of Glen Austin residential area in Midrand the FI made a MAYDAY call to FAGC tower on frequency 122.8MHz indicating that the engine had stopped and that she would execute a forced landing on an open field ahead. The aircraft did not reach the open field identified and crash landed on a private property near Castenhof hospital in the Glen Austin residential area.
TBU	09-02-2026	ZU-TGG	Phinda game reserve	BAT HAWK R	Operation of Non-Type Certificated Aircraft	KZN	0	According to available information, the Aeronautical Rescue Coordination Centre (ARCC) was alerted by Emergency Services (Netcare 911) at around 07010Z that a small aircraft had crashed around Phinda game reserve. The police at the accident site reported that it was evident that the aircraft collided with the power lines. Upon impact with ground the passenger was seriously injured and was airlifted to the hospital. The pilot sustained minor injuries and was transported by road to the hospital for observations.
TBU	14-02-2026	ZS-PWN	Approximately 1 nautical mile northeast of FANS	C206 U206F	General Aviation and Operating Flight Rules	MP	0	According to the operator two Cessna U206F Stationair aircraft registered ZS-PWN and ZS-PNF were dispatched to Singita Sabi-Sand Airfield to pick up passengers on a charter flight to Ulusaba near Kruger National Park in Mpumalanga province. Both aircraft had one pilot on board each. According to the eyewitness, the two aircraft took off from, Runway 04, Nelspruit Airport on a loose formation. The pilot of ZS-PNF reported that ZS-PWN informed him that he lost the engine power during the climb north of Runway 22 threshold and that he was returning to Nelspruit for an emergency landing. ZS-PNF took off and landed safely at Singita Sabi-Sand Airfield. An eyewitness reported seeing black smoke trailing from ZS-PWN during the climb after take-off. A few seconds later, he saw the aircraft returning to the airport. The aircraft did not make it to the runway because the engine eventually stopped, and it crashed on a bushy type of terrain north of the threshold of Runway 22.
TBU	19-02-2026	ZU-VHB	R530 public road	Jabiru J400	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	The pilot reported that he conducted a preflight of the aircraft with no anomalies noted. The aircraft took off and climbed to approximately 500 feet (ft) above ground level (AGL) during which the pilot experienced an engine failure. The pilot tried to restart the engine, but to no avail. The aircraft decided to execute a forced landing on the R530 public road approximately 15 nautical miles (nm) northeast of Hoedspruit Air Force Base (FAHS). After touchdown, the aircraft veered off to the left and collided with trees. The aircraft stopped on the left side of the road. The aircraft was substantially damaged. The pilot sustained minor injuries and was transported to Hoedspruit Hospital for medical observation. Approximately 30 litres (L) of Mogas fuel were drained from the aircraft tanks and it was free of contaminants.

TBU	19-02-2026	ZU-LOW	Klipgat, North West Province, approximately 15 nm North West of FAWB	Sling 2	Aviation Training Organisations	NW	2	According to the flight authorisation sheet dated 19 February 2026, the crew completed a weight and balance calculation in preparation for the flight. At 1403Z, the aircraft took off and routed towards the general flying area (GFA). At approximately 1600Z, the Aeronautical Rescue Coordination Centre (ARCC) received a satellite distress alert from the aircraft emergency locator Transmitter (ELT). The coordinates showed that the accident was around Klipgat, Sifasonke residential area, North West Province. The ARCC activated a rescue mission. The South African Police Services (SAPS), the Search and Rescue teams and the emergency medical services swiftly responded to the site. Upon their arrival the pilot who was seated on the left front seat was confirmed deceased and the pilot seated on the right front seat sustained critical injuries yet succumbed to injuries after approximately two hours.
TBU	25-02-2026	ZS-PFS	Knysna Airfield	U206	General Aviation and Operating Flight Rules	WC	0	During the final approach for landing, the aircraft descended below the optimal glide path and touched down short of the runway. Consequently, the aircraft nosed over during which the propeller struck the ground. The aircraft sustained substantial damage. The pilot exited the aircraft uninjured. As a precautionary measure, the pilot was transported by Emergency Medical Services (EMS) to Life Knysna Private Hospital for further medical evaluation.
TBU	25-02-2026	ZS-XAP	Qwaggavilakte private farm northwest of Wesselsbron	AT-502A	Agricultural Work Operations	FS	1	The aircraft took off and routed to the maize field that needed to be sprayed. At approximately 0116Z, the Aeronautical Rescue Coordination Centre (ARCC) received notification of a possible aircraft accident in the vicinity of Wesselsbron. Subsequent investigation confirmed that the aircraft had crashed into a maize field. In response, the ARCC immediately activated emergency protocols and dispatched first responders to the scene of the wreckage. Upon arrival, emergency personnel located the aircraft and conducted an assessment of the site. It was determined that the pilot had sustained fatal injuries. Authorities then secured the accident scene to allow for further investigation into the circumstances surrounding the accident.
TBU	26-02-2026	ZU-JBR	South of Thanda Game Reserve	Savannah S	Agricultural Work Operations	KZN	0	The pilot reported that no anomalies were identified during the pre-flight inspection, and the aircraft was considered airworthy. The aircraft took off and while searching for animals at low-level along the fence line south of Thanda Game Reserve, the pilot experienced a sudden loss of engine power. The aircraft entered an uncontrolled descent and crashed onto the ground. The aircraft sustained substantial damage. The occupants sustained injuries and were transported to Richards Bay hospital for further medical treatment.
TBU	28-02-2026	ZU-CYG	Enroute to Port St Johnn	MS-880B	Operation of Non-Type Certificated Aircraft	EC	0	The pilot reported that take-off from FAUT was uneventful. After approximately 15 minutes into the flight the pilot experienced a loss fuel pressure with a loss of engine power. The pilot switched on the auxiliary fuel pump to boost the fuel supply to the engine, but to no avail. The pilot elected to execute a forced landing. The aircraft landed on a rocky terrain during which the landing gears broke.

TBU	01-02-2026	ZS-SDR	Open field approximately 3.4 nautical miles southwest of Runway 07 at Lanseria International Airport (FALA)	PA-28-181 Acher II	Aviation Training Organisations	GP	0	According to the report received from the FI, a preflight inspection of the aircraft was conducted with no anomalies noted. The SP was the pilot Flying (PF). Following the engine start-up the aircraft was taxied to the holding point of Runway 07. Following clearance from the air traffic controller (ATC), the aircraft commenced with the take-off roll. The aircraft rotated and climbed to 5 400 feet (ft). After approximately 10 minutes, while downwind, the engine lost power. The FI took control of the aircraft and tried to troubleshoot the engine to restore engine power, but to no avail. The FI spotted an open field and conducted a successful forced landing. The aircraft was not damaged and no injuries were reported. Post-accident examination of fuel in tanks and gascolator indicated nothing abnormal. The engine was started and it met all the parameters in accordance with (IAW) the aircraft maintenance manual (AMM).
TBU	02-02-2026	ZS-RBL	Ultimate Heliport Midrand	Bell 407	General Aviation and Operating Flight Rules	GP	0	According to the report received from the operator, a preflight inspection was completed with no anomalies noted. The aircraft took off from Ultimate Heliport and flew to Grand Central Airport (FAGC) approximately 2.7 nautical mile northeast of Ultimate Heliport where they did proficiency checks. The aircraft then left FAGC and flew to the Jukskei Quarry located directly behind Ultimate Heliport Midrand, where additional proficiency checks were completed before the aircraft landed back at Ultimate Heliport with engine shutdown recorded as 0650Z. The entire flight from take-off to landing lasted approximately 36 minutes. During the post flight walk around inspection the pilot found that the vertical fins on the horizontal stabilizer and a main rotor blade had been damaged. The damage appears congruent to the main rotor blades impacting the vertical fin off the left and right horizontal stabilizers. The pilot and FI did not notice any abnormalities during their flight
TBU	07-02-2026	ZU-DUI	Orient Airfield (FAOI)	TL-2000 STING	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that the aircraft had 50 litres (L) total Mogas fuel in the tanks during the preflight inspection. At approximately 1440Z, the aircraft took off from Runway 36 and climbed to 10 000 feet (ft). The aircraft flew to Magaliesberg general flying area (GFA) for gliders. After about 25 minutes of flight time the aircraft returned to FAOI. Upon reaching FAOI the pilot communicated his intentions on 123.4-Megahertz (MHz) frequency before commencing with the approach to Runway 36. According to the pilot after touchdown during the landing roll, just before he could clear the runway, the nose gear strut broke or separated from its attachment point. Consequently, the aircraft nose pitched down and propeller struck the ground.
TBU	08-02-2026	ZU-BBN	Apron at Ballito Aerodrome	Windlass Aquilla	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot reported that after assisting the passenger onto the rear aircraft seat and providing a safety briefing while parked on the grass area, the passenger failed to heed the warning to avoid putting his feet on the rear throttle control. As the pilot started the engine with the passenger feet unaware pressing the rear throttle, the engine went to full power causing the aircraft to accelerate, despite the brakes being applied by the pilot. The pilot also attempted to shut down the magnetos, but the aircraft had already moved forward and collided with a stationary parked Microlight aircraft registered ZU-BUI. As a result, the aircraft sustained substantial damage, including a bent keel, a broken propeller blade, and a bent drag link. The aircraft which was hit sustained minor damage.
TBU	10-02-2026	ZS-IIZ	Rand airport (FAGM)	177RG	Aviation Training Organisations	MP	0	The pilot seated on the left front seat was the pilot flying (PF) and the other pilot seated on the front right seat was accompanying the PF. Prior to departure, the PF conducted a pre-flight inspection and no abnormalities were noted. The aircraft took off from FASC, and the pilots left the landing gear in an extended position. The flight to FAGM was uneventful. Before landing on Runway 35 at FAGM, the pilots followed the pre-landing check lists and the PF confirmed by looking on the mirror underneath the left wing that the main landing gears were down and locked. The green light was illuminated. Upon touchdown, the main landing gears collapsed, but the nose gear remained extended. The aircraft came to a stop at the intersection of Runways 17/35 and 11/29.
TBU	08-02-2026	ZS-GYW	Panorama Airfield	Virus 912	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that he conducted a pre-flight inspection of the aircraft and no anomalies were noted. The aircraft had a total of 40 liters (L) of fuel in the tanks. The aircraft took off from Runway 20 and rotated. The aircraft climbed to approximately 100 feet (ft) above ground level (AGL) during which the engine stalled. Consequently, the aircraft entered an uncontrolled descent and landed very hard. Consequently, the right main landing gear strut broke and the nose gear fork bend.

TBU									The pilot stated that the aircraft had 550 litres (L) total Avgas 100LL fuel in the tanks during the preflight inspection. The aircraft was fitted with new engines, and the purpose of the flight was to ferry the aircraft to FAWB for a scheduled mandatory periodic inspection(MPI). At approximately 0550Z, the aircraft departed from FALA and routed via Rustenburg. After approximately one hour into the flight, the pilot observed the erratic voltmeter readings suggesting that the alternators were not charging. The pilot flew to FAWB. Enroute, he notified the air traffic control (ATC). Before reaching FAWB, the pilot selected the gear switch to the down position, but there was no green light to indicate that the gears were down and in a locked position. The pilot opted for the manual (redundancy)gear extension method to push the gears to the extended and locked position, but to no avail. The pilot ran out of options and executed a low-level fly past for the controllers to check if the gears were down and the controllers indicated that the gears appeared to be down. The pilot flew a circuit and later turned finals for Runway 11. After touch down, the left main gear collapsed, followed by the right and then the nose. The propeller blades struck the ground.
	12-02-2026	ZS-CHL	Wonderboom Airport (FAWB)	Beech Aircraft 58 Baron	General Aviation and Operating Flight Rules	GP	0		
TBU									he operator reported that the SP and a FI completed a preflight inspection of the aircraft with no defects or abnormalities noted. The SP conducted three uneventful touch and go landings on Runway 24. The aircraft completed the fourth circuit, and during the landing, the SP landed hard with the nose wheel first, consequently the nose wheel fork broke off and separated from the oleo. The aircraft skidded on the nose gear strut, and the propeller blades struck the runway surface. The aircraft stooped on the grass area, left of the runway.
	13-02-2026	ZS-EOZ	RWY24 of Wonderboom Airport (FAWB)	Cherokee PA-28-140	Aviation Training Organisations	GP	0		
TBU									The pilot reported that no anomalies were observed during the preflight inspection. In an attempt to liftoff from a trailer the helicopter slid back, consequently and the stinger / tail rotor blades contacted the ground. Substantial damage was limited to the tail rotor. None of the occupants were injured. The helicopter had no mechanical or controllability defect.
	19-02-2026	ZS-FDV	Plot 131, Uitzicht Van Der Hoff Road, approximately 5 nm South West of FAWB	R44	General Aviation and Operating Flight Rules	GP	0		
TBU									The pilot stated that he conducted the landing with full flaps at approximately 65 knots. About 100 meters into the landing roll, the left main landing gear collapsed, causing the aircraft to veer off to the left side of the airstrip. Subsequently, the nose wheel broke off, and the propeller blades made contact with the ground before the aircraft came to a stop. The aircraft sustained substantial damage.
	17-02-2026	ZU-EGC	Rhenosterfontein farm	J430	Operation of Non-Type Certificated Aircraft	NW	0		
TBU									During the landing roll, the pilot reported encountering a light crosswind component. Directional control was subsequently lost, and the aircraft veered to the right of the airstrip, exiting the prepared surface. The right wingtip contacted maize crops adjacent to the airstrip, resulting in a yaw to the right and the aircraft's departure into the cultivated field. During the runway excursion, the nose landing gear collapsed. The aircraft sustained substantial damage to both wingtips, the right-wing structure, the nose landing gear assembly, and elements of the main landing gear undercarriage.
	21-02-2026	ZU-IKU	Zevenfontein farm	RV-10	Operation of Non-Type Certificated Aircraft	MP	0		
TBU									The pilot reported that enroute to Deneysville, he lost reference to his instruments and opted to perform a precaution landing on a farm. During the landing roll on an even terrain, the propeller tip strikes the ground. The pilot switched off the engine and disembarked the aircraft. The turned the propeller by hand and noticed that there were no compression in the cylinders, which indicated that the crankshaft broke.
	20-02-2026	ZU-ESS	Dipaleseng Farm	Jabiru J430	Operation of Non-Type Certificated Aircraft	MP	0		
TBU									he pilot reported that the aircraft was deemed airworthy during the preflight inspection. The aircraft took off and routed to the general flying area (GFA). After a while the aircraft returned to FAGM. It had just stopped raining on the day. After touchdown on Runway 29, the pilot lost control of the aircraft and it veered off to the right of the runway. The pilot applied left rudder to recover the aircraft but to no avail. The aircraft continued to veer off to the right and stopped on the right side of the runway on the grass. The aircraft sustained substantial damage to the propeller, engine and the nose wheel.
	28-02-2026	ZS-CJG	Runway 29 of Rand Aerodrome (FAGM)	PA-28-180	General Aviation and Operating Flight Rules	GP	0		



TBU									The pilot stated that the aircraft earlier departed from FAPG to FAMO and the flight was uneventful. After parking the aircraft on the apron, all occupants disembarked the aircraft and walked to the cafeteria where they had coffee. Later the occupants walked back to the aircraft and performed a preflight inspection for a return flight to FAPG. Nothing of concern was noted. The pilot started the engine and taxied the aircraft to the runway threshold. The pilot broadcasted his intention on frequency 124.2 Megahertz (MHz) and later commenced with the take-off run. The aircraft rotated and climbed to 1 500 feet (ft). Enroute to FAPG along the coastline the pilot contacted George Aerodrome (FAGG) tower and reported a loss of engine power. The pilot tried to troubleshoot the engine anomaly to restore maximum power, but without success. The pilot identified an open field ahead of the flight path and applied full flaps in order to execute a forced landing. He advised the FAGG tower that he would be executing a forced landing. The aircraft landed safely on an open field with an upslope gradient. All occupants sustained no injuries. Minor damage was limited to the spring-loaded main landing gears and three-wheel spats / fairings.
	28-02-2026	ZU-IXR	Open field.	J430	Operation of Non-Type Certificated Aircraft	WC	0		

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