

Aircraft Occurrence January 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	02-01-2026	ZS-WEZ	On Dominee Kotze Street near Ferreiras Air Rifle Benchrest Club	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	FS	1	According to the available information, the pilot departed FASH with planned fuel stops being Beaufort West Airport (FABW), also in the Western Cape province and Bram Fischer International Airport (FABL) in Free State province. The first leg to FABW was uneventful and the pilot uplifted an unknown amount of fuel. Later the aircraft took off with the intention to uplift additional fuel at FABL before proceeding to FALA. While inbound to FABL at approximately 0803Z, the pilot broadcasted his intentions on 120.80-Megahertz (MHz) FABL tower frequency. According to the air traffic control officer (ATCO) who was on duty, around 0809Z, the aircraft disappeared from the radar. The Aeronautical Rescue Coordination Centre (ARCC) was informed, and a search and rescue mission was initiated. The aircraft was located approximately 10 nautical miles (nm) west of FABL. The aircraft was destroyed and the pilot was fatally injured.
TBU	09-01-2026	ZS-KWA	Maize field	Ayres Corporation	General Aviation and Operating Flight Rules	FS	0	The pilot was spraying fertilizer on the maize field, and this was his second load of the morning when the accident occurred. According to a farm worker who was driving on a tractor, he saw the aircraft in a low-level left turn and shortly thereafter, it impacted the ground and cartwheeled come to rest in an inverted attitude. The aircraft was extensively damaged. The Aeronautical Rescue Coordination Centre (ARCC) was alerted to the accident and activated an official rescue operation. The pilot was seriously injured during the accident sequence and was stabilized on the scene by paramedics and then airlifted by an emergency medical services (EMS) helicopter crew to a hospital in Gauteng province. The aircraft was substantially damaged.
TBU	12-01-2026	ZS-NMR	Private airstrip on a farm in the Warden district	Ayres Corporation	Aerial Work Operations	FS	0	According to available information, the pilot was spraying fertilizer on a maize field. He had landed, and the hopper tank was replenished to full capacity with fertilizer, during the take-off roll and a runway excursion followed, with the aircraft ending up in a maize field. The aircraft came to rest in an upright position. The main landing gears broke off, and the propeller blades displayed evidence of severe bending backwards. The aircraft was substantially damaged. The pilot was not injured in the accident.
TBU	31-01-2026	ZS-OFU	Rand Airport (FAGM)	Cessna aircraft company	Aviation Training Organisations	GP	0	According to the report received from the flight instructor (FI), the student pilot took off from Runway 35; however, after take-off, the aircraft struggled to gain altitude. When the aircraft reached an altitude of approximately 150 feet above ground level (AGL), once passed the intersection of runway 35 and runway 29 the FI took over control, reduced the throttle, and landed the aircraft back on Runway 35. Upon landing, the FI applied the brakes to stop the aircraft. There was insufficient space left on the runway to stop, causing the aircraft to crash through a concrete fence past the end of the runway safety area. The aircraft was

								substantially damaged during the accident sequence, and a portion of the Rand Airport boundary fence was destroyed. One of the occupants suffered a minor injury and was attended to by emergency services on the scene; the remaining occupants were unharmed.
TBU	05-01-2026	ZU-IMY	During landing on Runway 34 at Rustenburg Airport (FARG)	Van's	Operation of Non-Type Certificated Aircraft	NW	0	According to the pilot, after take-off from Runway 03, he conducted two uneventful touch-and-go landings. After the third circuit during the landing on the same runway at a speed of approximately 75 knots, the aircraft touched down at approximately 900 metres (m) beyond the runway threshold. During the landing roll, the pilot lost directional control of the aircraft to the right. Corrective control inputs were applied; however, the aircraft, but without success. The aircraft continued to veer off to the right of the runway. During the process the aircraft exited the runway and the nose section for unknown reasons pitched down. Consequently, the propeller struck the runway surface. No injuries were reported, and the aircraft was substantially damaged.
TBU	06-01-2026	ZS-SGI	During landing on Runway 34 at Rustenburg Airport (FARG)	Piper Aircraft Corporation	Aviation Training Organisations	NW	0	According to the student pilot (SP), the planned route after departing from FAWB was to Pilanesberg Airport (FAPN) and Rustenburg Airport (FARG), both in the North West Province before returning to FAWB for a full-stop landing. The SP reported that after departure from FAWB, he routed to FAPN and then to FARG. Upon reaching FARG, the SP conducted the runway inspection. The wind direction favoured Runway (RWY) 34. The SP flew a circuit and during an attempt to touchdown, the aircraft bounced and veered off to the left of the runway. The aircraft came to rest. Post inspection indicated minor damages to the propeller blades. The pilot was not injured.
TBU	09-01-2026	ZS-ICE	Mokopane Aerodrome (FAQR) Private aerodrome on a farm in the Mokopane district	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	LIMPOPO	0	The pilot stated that the aircraft was to be used for crop spraying of maize fields the following day. Shortly after touchdown on the grass runway, a warthog ran across the runway from the left, and the pilot swerved to the right to avoid colliding with it. The right wing impacted with a heap of tyres that were filled with sand and placed next to the runway (the purpose of these tyres being placed in close proximity to the runway is unknown to the writer). Following the impact, the aircraft ground looped and came to rest facing in the direction of landing, partially flattening the perimeter fence, which had caused minor damage to the right-wing leading edge. According to the pilot, there was no damage to the undercarriage and no damage to the right-wing main spar that he could see. Nobody was injured.
TBU	17-01-2026	ZS-TAN	Darling Cellar Airstrip	Air Tractor Inc	Aerial Work Operations	WC	0	The pilot stated that after touchdown on the grass runway at Darling Cellar Airstrip with the intention to load water, he raised the flaps with the intention to increase load on wheels. Suddenly he experienced a strong wind gust from the left which caused him to lose directional control of the aircraft to the left. The pilot applied full right rudder and right brake to recover the aircraft, but without success. The aircraft exited the runway to the left at slow speed. During the process, the left main landing gear wheel entered a shallow ditch which caused the left wingtip to tilt and touch the ground. The aircraft sustained minor damage (dents) on the top

								left wing tip training edge area and scratches on the underside same area. The pilot was not injured.
TBU	25-01-2026	ZS-OTP	Kruger International Airport (FAKN)	Beech Aircraft Corporation	General Aviation and Operating Flight Rules	MP	0	According to the pilot's statement, the flight from Greater KuduLand Safari to FAKN was uneventful. Upon arrival at FAKN and while established on downwind for landing, the prevailing weather conditions were CAVOK, and the landing gear was selected to the down position. However, no nose landing gear down and locked indication was received. Two low level passes were conducted past the control tower, during which Air Traffic Control (ATC) advised that the nose landing gear appeared not to be fully extended. In coordination with the tower controller, the pilot entered a holding pattern at a safe altitude west of Runway 05 while attempting to resolve the landing gear malfunction. The applicable emergency procedures checklist was consulted and followed, including multiple attempts to recycle the landing gear and the use of the emergency/manual gear extension system. It was established that the landing gear indication light in the cockpit was serviceable, and the pilot concluded that the nose landing gear was not down and locked. All attempts to retract and re-extend the nose landing gear, including the emergency extension procedure, were unsuccessful. The nose landing gear appeared stuck in a partially extended position. Due to diminishing daylight, the pilot elected to land and requested emergency services assistance from ATC. The main landing gear was extended, with green down and locked indications for both the left and right main landing gear legs. The passengers were briefed prior to landing. Touchdown was smooth, and the aircraft was held off on the nose landing gear for as long as practicable. When the partially extended nose landing gear subsequently contacted the runway surface, the aircraft veered sharply to the left before coming to a full stop. The aircraft sustained substantial damage. No injuries were reported.
TBU	27-01-2026	ZS-GFP	Potchefstroom Aerodrome (FAPS)	Schempp-Hirth Flugzeugbau GMBH	Operation of Non-Type Certificated Aircraft	NW	0	On 27 January 2026, a glider with registration ZS-GFP was occupying the runway at Potchefstroom Aerodrome (FAPS) in North West province while being towed by a motor vehicle. Neither the glider nor the towing vehicle was equipped with a serviceable radio. At the same time, a Chief Flight Instructor (CFI) and a student pilot (SP) on board a Jabiru J430, registration ZU-FNS, were conducting a training flight on the same aerodrome and were established on final approach to land. Attempts by the CFI to establish radio communication with the towing vehicle and glider were unsuccessful due to the absence of radio equipment. As a result, the SP was instructed to execute a go-around. An instructor from another training organisation, who was in possession of a handheld radio, attempted to request that the glider be moved clear of the runway. The request was declined, and the glider was subsequently parked on the threshold of Runway 03. Due to the obstruction, aircraft ZU-FNS, with the CFI and SP on board, was required to land on Runway 21. The aircraft landed safely, and no injuries were reported.

TBU	31-01-2026	ZS-SOK	Grahamstown Aerodrome (FAGT)	Cessna Aircraft Company	General Aviation and Operating Flight Rules	EC	0	According to the report received from the pilot, a preflight inspection of the aircraft was conducted with no anomalies noted. The take-off from FAPA and flight to FAGT were uneventful with the flight lasting approximately 45 minutes. On Final approach to runway 16 at FAGT the pilot lowered the landing gear and got a green light indication in the cockpit that the landing gear was down and locked, he stated that he also visually confirmed the main landing gear was extended using an onboard mirror. The aircraft touched down on the runway with the main wheels first, and when the pilot lowered the nose wheel of the aircraft. The nose dipped all the way down causing the propeller and engine nacelle to contact the runway surface and skid on the nose landing gear bay doors until the aircraft came to rest on the runway. The pilot was unharmed, and the aircraft was substantially damaged
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Last date of update: 17 February 2026