

Aircraft Occurrence July 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	Aircraft Type	Operations (Private, Training)	Location of Accident	Province	Fatalities	Circumstances
CA18/2/3/10667	04-07-2026	ZU-IEG	KR-2S	Operation of Non-Type Certificated Aircraft	Open field / 26°28'23.8" South 28°06'48.9" East	GP	0	The pilot who held the South African Civil Aviation Authority (SACAA) approved person (AP) certificate to maintain Non-Type Certificated Aircraft (NTCA) stated that he conducted a preflight inspection of the aircraft and no anomalies were noted. A new engine was fitted to the aircraft and ground run tests were performed which indicated nothing abnormal with the engine / aircraft. approximately 20 litres (L) of Avgas 100 LL fuel remained in the tank. The pilot started the engine and taxied the aircraft to the threshold of Runway 07 and commenced the take-off run. The aircraft rotated and climbed to the circuit altitude. During the downwind leg, the pilot experienced a loss of engine and opted to land on Runway 02. An eyewitness saw the aircraft entering a stall, after which it crashed in an open field north of the airfield. The accident was reported to the Aeronautical Rescue Coordination Centre (ARCC), and a rescue mission was activated. The South African Police Services, the local municipality Firefighting personnel and the Emergency Medical Services (EMS) were dispatched to the scene. The aircraft was destroyed during the accident sequence. The pilot sustained serious injuries, and first aid was administered to him by the paramedics before he was airlifted to Alberton Private Hospital.
CA18/2/3/10668	09-07-2026	ZU-YAY	Sling 4	Operation of Non-Type Certificated Aircraft	23°32'14.67" South 016°40'30.91" East, elevation 293 feet	NC	0	The pilot reported that after flying for approximately 02 hours 55 minutes while in the Alexandra Bay area, whilst flying along the Orange River, the aircraft experienced high engine temperature and low oil pressure. He therefore elected to execute a precautionary landing on an open gravel field. During the landing, after the aircraft touched down, the nose wheel collapsed before coming to a stop. The aircraft had 70 litres of fuel remaining in the aircraft at the time of the accident. The aircraft sustained substantial damage to the nose gear, propeller, engine compartment, and firewall. The pilot sustained no injuries.
CA18/2/3/10669	18-07-2026	ZS-HSA	C182N	General Aviation and Operating Flight Rules	Grass RWY08 of Margate Airfield (FAMG), 29°29'20"S 031°10'46"E	KZN	0	The pilot reported that at approximately 0400Z they departed Ballito without any noted defects and routed south coastwise towards FAMG. The one-hour flight to Margate Airfield was uneventful, and the aircraft was parked on the apron. The pilot and his passenger had a coffee. At around 0800Z, the pilot conducted a preflight check with no anomalies noted. At approximately 0830Z, the aircraft departed FAMG and routed north, coastwise to return to Ballito Airfield. The return flight was uneventful, and the pilot joined the circuit on Downwind of Runway (RWY) 08. The pilot further stated that he

								noticed a microlight aircraft on the runway and broadcast his intentions to land on local radio frequency 124.2 MHz, but the microlight aircraft took a long time to vacate the runway. The pilot initiated a go-around and completed a circuit. During the landing, the aircraft touched down hard, deep on RWY08. The aircraft bounced twice during landing, prompting the pilot to initiate another go-around. During the go-around, the aircraft stalled, descended beyond the grass runway, and touched down hard on the nose landing gear first. It then tipped over and came to rest inverted on its roof.
CA18/2/3/10670	18-07-2026	ZS-PYA	E120	Air Transport Operations – Commercial Operation of Free Balloons	Citrus orchard, 24°23'35"S 030°49'03"E	LIMPOPO	0	After landing, the pilot identified an overhead power line near the landing area and instructed the passengers to disembark. The pilot also exited the basket. While the envelope remained inflated, surface wind carried it into the power line, causing electrical arcing. The ground crew arrived shortly afterwards, and the envelope later contacted the line again and caught fire. The pilot and ground crew extinguished the fire from a safe distance. Eskom isolated the affected power line before the envelope was recovered. No injuries were reported to the occupants, ground crew, or persons on the ground. The balloon envelope sustained substantial damage due to electrical arcing, fire, and contact with the power line. After it was confirmed safe, the balloon envelope was removed from the conductors. Emergency Medical Services, the local Fire Brigade and Farm Watch responded and offered assistance; however, no medical treatment or further emergency intervention was required.
CA18/2/3/10671	21-07-2026	ZS-JGD	Piper PA-28-180 Cherokee	Aviation Training Organisations	Runway 28 L of Port Alfred Airfield (FAPA)	EC	0	According to the student pilot (SP) Before the flight, the student pilot and flight instructor completed a pre-flight inspection with no anomalies found. They departed Runway 28L and completed six uneventful touch-and-go circuits. After a full-stop landing, the instructor disembarked for the student's initial solo circuit. The student then conducted engine ground runs, and all indications were normal. At approximately 0701Z, the student departed Runway 28L. The circuit was uneventful; however, on landing, the aircraft touched down deep, bounced, and landed heavily nose-wheel first. The nose landing gear strut bent rearwards, after which the aircraft porpoised, veered off to the left of the runway, and came to rest in tall grass. The student pilot was not injured and disembarked the aircraft unassisted. The aircraft sustained substantial damage to the nose landing gear, propeller blades and engine firewall.
CA18/2/3/10672	22-07-2026	ZU-INA	Kitfox S7	Operation of Non-Type Certificated Aircraft	15 nm E of Nelspruit Airfield (FANS)	MP	0	The pilot reported that the preflight inspection and engine ground runs revealed no anomalies. After take-off, the aircraft routed west towards FANS. About 35 minutes into the flight, the engine failed and could not restart. The pilot selected an open field for a forced landing. During the landing roll, the aircraft landed hard, bounced, nosed over, and came to rest inverted on its roof. The pilot was not injured during the accident sequence and disembarked the aircraft without assistance.
								ARCC reported that the B206 Jet-Ranger II was involved in an accident in a grape orchard about 65 nautical miles west of Upington

CA18/2/3/10673	23-07-2026	ZS-HFR	B206 Jet Ranger II	General Aviation and Operating Flight Rules	Karsten Boerdery farm 65 nm West of FAUP	NC	0	International Airport (FAUP), Northern Cape Province. The pilot, who was the sole occupant, sustained serious injuries and was transported to hospital. The helicopter sustained substantial damage.
CA18/3/2/1559	03-07-2026	ZS-EOX	PA-28-180 Cherokee	Aviation Training Organisations	Runway 35 of FAGM	GP	0	The chief flight instructor (CFI) at the aviation training organization (ATO) reported that the SP was returning to land after completion of the first circuit training flight with the instructor. During the landing on the asphalt Runway 35, the aircraft touchdown hard on the nose wheel. Consequently, the nose gear fork broke off, and the propeller struck the runway surface. The aircraft skidded on the engine lower cowling and came to rest on the grass area, right of the runway. Damage to the aircraft was limited to the nose gear strut and the propeller blades. The SP disembarked the aircraft unassisted and unharmed.
CA18/3/2/1561	24-07-2026	ZS-LEN	58 Baron aircraft	General Aviation and Operating Flight Rules	Runway 29 Wonderboom (FAWB) Airport	GP	0	The chief flight instructor (CFI) at the aviation training organization (ATO) reported that the SP was returning to land after completion of the first circuit training flight with the instructor. During the landing on the asphalt Runway 35, the aircraft touchdown hard on the nose wheel. Consequently, the nose gear fork broke off, and the propeller struck the runway surface. The aircraft skidded on the engine lower cowling and came to rest on the grass area, right of the runway. Damage to the aircraft was limited to the nose gear strut and the propeller blades. The SP disembarked the aircraft unassisted and unharmed.
CA18/3/2/1562	25-07-2026	ZS-DSH	DHC-8-311	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	Runway 21R OR Tambo Airport (FAOR)	GP	0	The pilot reported that, during the flight, the nose landing gear became jammed in an intermediate (midtravel) position. On arrival at Wonderboom Airport (FAWB), the pilot attempted to extend the landing gear; however, the nose landing gear failed to reach the down-and-locked position, while both main landing gears extended normally and indicated down and locked. The pilot carried out a landing on Runway 29. During the landing roll, the nose landing gear collapsed, causing one blade of the left propeller to strike the runway. The aircraft also sustained damage to the nose radome and minor damage to the undercarriage. Airport emergency services responded and applied firefighting foam as a precaution. After the aircraft was recovered, the Aircraft Maintenance Organisation (AMO) conducted an initial inspection and found that the nose landing gear drag brace had fractured, preventing normal extension and retraction of the nose landing gear. The cause of the drag brace failure had not been determined at the time of the investigation and remained subject to further examination. The pilot was not injured during the occurrence.
CA18/3/2/1563	23-07-2026	ZS-PDA	SR22	General Aviation and Operating Flight Rules	On the Runway at FAMS	NW	0	The pilot reported that no anomalies were identified during the pre-flight inspection and that the engine start and pre-take-off checks were completed normally, with all indications within operating limits. During the take-off roll on Runway 21R at FAOR, the left nose wheel detached from the nose landing gear axle. Unaware of the wheel separation, the pilot continued the departure and retracted the landing gear after take-off. A tug driver witnessed the wheel detach and immediately notified Airports Company South Africa (ACSA),

								which relayed the information to the flight crew through Air Traffic Control (ATC). On arrival in the vicinity of FAKM, the pilot conducted a low fly-by, which confirmed that the left nose wheel was missing. The pilot then carried out a precautionary landing, touching down on the main landing gear before lowering the nose onto the remaining right nose wheel. The aircraft was brought to a safe stop, and the pilot and passengers evacuated without injury. No additional damage to the aircraft was reported. Later that afternoon, the Aircraft Maintenance Organisation (AMO) transported and installed replacement nose wheels at FAKM. Following satisfactory maintenance checks, the aircraft was returned to service and flown back to FAOR. The detached nose wheel was recovered at FAOR on the following Monday between Runway 21R and Taxiway A.
CA18/2/3/10667	04-07-2026	ZU-IEG	KR-2S	Operation of Non-Type Certificated Aircraft	Open field / 26°28'23.8" South 28°06'48.9" East	GP	0	According to the pilot, the aircraft had approximately 80 gallons of fuel on board during the pre-flight inspection, and no anomalies were identified. The aircraft departed FABB at approximately 1030Z and flew northwest to FAMS. Upon arrival at FAMS, the pilot joined overhead the aerodrome in accordance with unmanned aerodrome procedures. Observing calm wind conditions with occasional gusts, the pilot elected to land on Runway 03. During the flare, the aircraft touched down with excessive energy and bounced. The pilot maintained directional control, completed the landing, and taxied the aircraft to the hangar. After parking, the pilot observed evidence of a propeller strike. The reported damage was limited to the propeller, and the pilot was not injured.

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Last date of update: 25 August 2026