

Aircraft Occurrence June 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	01-06-2025	ZU-DMU	Open field in Karatara Knysna	Piper Aircraft Corporation	Aviation Training Organisations	WC	0	The pilot conducted a preflight check on the aircraft, confirming that no anomalies were present. The aircraft had 1 hour 30 minutes endurance on take-off. The pilot stated that approximately 10 minutes into the flight at an altitude of about 1,500 feet he noticed that the engine began running rough. The pilot attempted to troubleshoot; he increased the engine power. Shortly thereafter, the engine stopped midair. The pilot decided to conduct a forced landing in an open field in Karatara. As the aircraft approached the chosen landing site, the pilot realized that it was a cultivated vegetable field with noticeable humps. Upon touchdown, the aircraft's wheels dug into the soil, causing it to nose over and come to rest on its roof. As a result, the aircraft sustained substantial damage to its landing gear, propeller, tailplane, and airframe. No injuries were sustained by the pilot. The aircraft has since been recovered and is currently in transit to an approved person in the Western Cape Province, where further investigation into the incident will take place.
TBU	05-06-2025	ZS-MZJ	Lion and Safari Park Nature Reserve	Cessna Aircraft Company	General Aviation and Operating Flight Rules	GP	1	Before departure from FALA, the aircraft was uplifted with 470 litres of fuel. After take-off, approximately 5.78 nautical miles north of FALA, the aircraft crashed on the grounds of the Lion and Safari Park Nature Reserve and a post-impact fire ensued and consumed most of the aircraft's structure. The pilot was fatally injured. The passenger sustained serious injuries and was airlifted to the nearest hospital.
TBU	08-06-2025	ZS-CZU	Bloemhof Farm near Greytown	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	KZN	0	The Pilot In Command stated that they planned a fuel stop at Ladysmith Aerodrome (FALY) en-route to FAWB, but they were advised that the airfield did not support night operations. They then diverted to Greytown Aerodrome (FAGY), flying at 6500 feet (ft) above ground level (AGL). They then communicated their intention to land at the aerodrome on frequency 129.1-Megahertz (MHz). During this phase, the weather conditions deteriorated, resulting in poor visibility. The pilot flying was unaware that the aircraft was descending. Consequently, the crew could not correct the unintentional loss of altitude, and the aircraft subsequently impacted terrain (tall grass on a farm). The aircraft sustained substantial damage. The crew was not injured.
TBU	08-06-2025	ZS-KFB	Dalton	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	KZN	3	On Sunday, 8 June 2025, two pilots and passenger were on-board a PA-28-180 aircraft with registration ZS-KFB. The occupants departed from Virginia Aerodrome (FAVG), KwaZulu-Natal province, at approximately 1500Z to conduct an hour building with the intention to land at Wonderboom Aerodrome (FAWB), Gauteng province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended. The aircraft was last tracked flying over Ladysmith, heading south toward either Pietermaritzburg or Greytown but failed to arrive at its intended (or alternate) destination. The Aeronautical Rescue Coordination Centre (ARCC) launched an urgent search and rescue (SAR) operation in the evening of 8 June 2025 after the aircraft was declared overdue. Ground SAR teams were deployed to the primary search area where the wreckage was located. The occupants were found fatally injured.

TBU	13-06-2025	ZS-OYW	Kalahari Private Airstrip	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	NC	0	Whilst the pilot was taxiing the aircraft; the fuel truck operator was refuelling another aircraft; both the pilot and the fuel truck operator were not aware of each other's presence (and proximity). Therefore, the aircraft collided with the fuel truck. The aircraft sustained damage to the right undercarriage and the right wing, which was substantial. None of the occupants on-board the aircraft and in the fuel truck was injured.
TBU	14-06-2025	ZU-ORG	Private Airstrip Dundi Lodge	Van's Aircraft, INC	Operation of Non-Type Certificated Aircraft	NC	0	The pilot lined up on Runway 08 for take-off and applied full power. During the take-off roll on Runway 08 the aircraft veered to the left. The pilot stated he did not apply sufficient right rudder input to maintain control of the aircraft on the runway. The pilot lost control of the aircraft and the left wing impacted the bush on the side of runway 08 before it came to rest to the left of the runway. The occupants on board were not injured. The aircraft sustained damage to the left wing, undercarriage, propeller and engine cowling.
TBU	22-06-2025	ZS-HFH	Lake in a nature reserve near Naboomspruit	Robinson Aircraft Company	Agricultural Operations	LIMPOPO	1	On Sunday morning, 22 June 2025 at 0230Z, a pilot onboard a Robinson 44 II helicopter with registration ZSHFH took off from a private farm in Naboomspruit, Limpopo province. The pilot's intention was to conduct agricultural frost-protection. At 1130Z, the ARCC confirmed that the pilot was fatally injured. The aircraft was recovered from the lake.
TBU	08-06-2025	ZU-FIH	Plettenberg Bay (FAPG)	Kitplanes for Africa	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that a pre-flight inspection was conducted, and no anomalies were found. Upon take-off at 1550Z, the aircraft contained 45 litres of fuel on-board. The planned duration of the flight was 30 minutes. The weather conditions at the time of departure were CAVOK with no wind. The flight proceeded as planned. During the return flight, the pilot initiated a landing at FAPG. Due to the calm wind conditions, he elected to perform a three-point landing. The pilot stated that his approach was stable at normal speed, and the aircraft drifted smoothly to a light touchdown. However, immediately after touchdown, he heard a snap (click) sound, and the aircraft began to veer sharply to the right. Despite applying corrective control inputs, he was unable to maintain directional control. The aircraft veered off to the right of RWY 30 and onto the adjacent grass area and over a shallow ditch. During this sequence, the right main wheel detached from the aircraft. The aircraft travelled approximately 70 metres (m) before it stopped, resting on its nose section. No person was injured. During the post-incident inspection, it was discovered that the right wheel axle had fractured where it connects to the aircraft's undercarriage. The broken axle had lodged itself into the brake calliper assembly. Skid marks were visible on RWY 30.
TBU	11-06-2025	ZS-KLP	24 Nautical Miles (nm) North of Kwaggasbult LS187, Farm in Polokwane	Beech Aircraft Corporation	General Aviation and Operating Flight Rules	LIMPOPO	0	The pilot stated that he conducted a pre-flight inspection of the aircraft at FAWB and did not find anomalies. The aircraft took off at approximately 1400Z. Upon reaching Kwaggasbult LS187 Farm, the pilot omitted to extend the landing gear during approach to land and the aircraft landed with gears up. The aircraft came to rest approximately 200 metres (m) after touchdown. The propeller and lower fuselage sustained minor damage. The pilot was not injured.
TBU	15-06-2025	ZU-FCR	Airspan Private Airstrip	Jihlavan Airplanes S.R. O	Operation of Non-Type Certificated Aircraft	NW	0	The pilot reported that on final approach for landing on runway 03 at Airspan, prior to touch down the aircraft encountered windshear which lifted the nose of the aircraft up. The pilot was unable to correct the nose attitude, and the aircraft touched down and bounced. The nose wheel broke before the aircraft came to rest. No injuries were sustained by the pilot. The aircraft sustained damage to the propeller and the nosewheel.



TBU									A Grade 3 flight instructor (FI) and a student pilot (SP) onboard a Diamond DA20 with registration ZS-SJZ took off on a circuit training flight from Lanseria International Airport (FALA). During the circuit (take-off and landing) training, they completed a simulated engine failure after take-off (EFATO) exercise. The SP applied full power to recover the engine, but it did not respond. The FI assumed control of the aircraft and executed a forced landing. The aircraft sustained damage to the nose gear and the propeller. No person was injured during the incident sequence
	19-06-2025	ZS-SJZ	Lanseria International Airport (FALA)	Diamond Aircraft Industries	Aviation Training Organisations	GP	0		
TBU									A Grade 3 Flight instructor (FI) and a pilot with a Private Pilot Licence (PPL) on-board a Sling 2 aircraft with registration ZU-WMM took off from FAWB in Gauteng province to conduct touch-and-go landings at Freeway Airport (FAFW), also in Gauteng province. During the touch-and-go landing, approximately 100 feet above ground, the FI initiated a simulated engine failure after take-off (EFATO) on the runway. The FI closed the throttle and the pilot flying applied back pressure on the control column. However, due to the high rate of descent, the aircraft landed hard. The right wheel broke and the aircraft veered off to the right of Runway 02.
	19-06-2025	ZU-WMM	100 feet into the Freeway Park Airfield (FAFW)	The Airplane Factory (PTY) LTD	Aviation Training Organisations	GP	0		

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