



Aircraft Occurrence June 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
CA18/2/3/10659	07-06-2026	ZS-ULG	26°03'07.06" South 027°36'44.52" East Elevation: 5 160 feet above mean sea level (AMSL)	Sonerai II	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated the following: At the conclusion of a test flight, I elected to land on the uphill Runway 18R at FAOI, with the setting sun behind me. The approach was fast, and I elected to do a go-around. On the go-around, the engine began running rough. I began turning the aircraft to the left as there was a road running adjacent to a ploughed field. The engine was still running rough as I turned but still running but I was able to nurse her to be in-line with the road. As I levelled out for the road, the engine seemed to run slightly better, and I elected to try to make it to the cross runway at FAOI. At this point, the engine stopped, and I descended into a maize field with the right wing impacting the ground first. The reason for the test flight was following a rebuild of the aircraft. The pilot suffered from a sprained ankle.
CA18/2/3/10660	07-06-2026	ZS-EGL	Open ploughed filed 33°19'12.56" South 018°51'18.88" East Elevation: 567 feet above mean sea level (AMSL)	150F	Aviation Training Organisations	WC	0	The student pilot was airborne for more than an hour and was practicing steep turns when the engine rpm decayed from 2 400 to 1 800 rpm. He activated the carb heat, which did not make any difference to the situation. Shortly thereafter, the engine stopped, and the student pilot attempted a restart but to no avail. The student pilot then opted for a forced landing in open ploughed field and touched down at a 90° angle to the ploughed contours. The right wingtip struck the ground during the landing, and the nose wheel assembly bent, which caused one of the propeller blades to strike the ground. The engine was not turning during landing. The CFI indicated that there were still approximately 30 US gallons of fuel on board. The student pilot was not injured. ATO: 4 Aviators.
CA18/2/3/10661	12-06-2026	ZS-SWZ	24°41'59.3"S 31°35'24.1"E with an airfield elevation of 1300ft	PA 46-350P	General Aviation and Operating Flight Rules	GP	0	According to the pilot, he conducted a pre-flight inspection of the aircraft with no anomalies noted. The aircraft got airborne and was routed to Buffel's Hoek. Upon arrival, the pilot executed unmanned landing procedures. According to the eyewitness, the aircraft bounced on touchdown, veered off the runway and came to rest near trees. According to the

								pilot, during landing, the aircraft's left main wheel struck a sharp object on the grass runway. The aircraft then leaned to the left, the left main wheel broke off, and it veered aggressively to the right side of the runway before ending up in the bushes. The pilot sustained head injuries and was rushed to the hospital, while the passenger disembarked unharmed. The aircraft's left main landing gear broke off, and the propeller blades bent.
CA18/2/3/10662	09-06-2026	ZS-PYA	24°21' 06" S 03° 04' 37" E with an elevation of 2684ft	E120	Air Transport Operations – Commercial Operation of Free Balloons	LIMPOPO	0 0	The pilot reported that a pre-flight inspection was carried out and no anomalies were found. The balloon launched successfully and the flight continued without incident for about 1 hour and 10 minutes. As the aircraft neared the end of the flight, surface winds began to increase. The pilot then assessed several possible landing sites before selecting a suitable area. Just prior to touchdown, the balloon was descending at approximately 250 ft/min with a groundspeed of around 7 kt. Passengers were instructed to assume the fast-landing position as briefed before departure. During landing, the basket tipped onto its side as the envelope deflated, causing the occupants to fall with it. They were able to disembark without assistance and initially reported no injuries. The pilot later followed up with the passenger, who confirmed they were still not injured.
CA18/2/3/10663	20-06-2026	ZU-EDE	Open filed 33°23'21.82"S 22°06'30.14"E Elevation 2863 ft	J430	Operation of Non-Type Certificated Aircraft	WC		The pilot stated that he conducted a pre-flight inspection of the aircraft and no anomalies were noted. They took off from FAOH on runway 22 and proceeded overhead Swartberg Pass. Approximately 20 minutes into the flight, the pilot experienced violent shaking of the aircraft and a subsequent sudden drop in engine power to approximately 1,200 revolutions per minute (RPM). The pilot attempted to increase the engine power but was unsuccessful. The pilot executed a 180-degree turn and began searching for a suitable field to conduct a forced landing. He then switched the radio frequency to 121.5 MHz and declared "MAYDAY" call and then proceeded to perform a forced landing on an open field below. During the landing roll on an uneven terrain the aircraft collided with a parameter fence and came to rest in an inverted position. The pilot and his passenger disembarked the aircraft unassisted. The aircraft sustained substantial damage, and both occupants sustained minor injuries.

CA 18/2/3/10664	27-06-2026	ZS-ESZ	Elandsfontein farm southeast of Fochville	PA 28-180	General Aviation and Operating Flight Rules	GP	2	According to an eyewitness report, the aircraft was seen rapidly descending while attempting to restart the engine, in the area southeast of Fochville in Gauteng province. The aircraft crashed on Elandsfontein farm, southeast of Fochville. Both the pilot and the passenger were fatally injured.
CA 18/2/3/10665	28-06-2026	ZS-JCG	Ratelpa farm area 46 nautical miles (nm) north of Upington in Northern Cape province	402 B	General Aviation and Operating Flight Rules	NC	0	According to the pilot report, after refuelling and completing a preflight inspection with no anomalies noted, he prepared for take-off in an easterly direction. At 1330Z, after completing the startup and pre-take-off checklists, he proceeded with the take-off roll. He rotated for lift-off at an airspeed of 90 knots, and the aircraft became airborne. The aircraft struggled to climb as it approached rising terrain beyond the runway threshold, prompting the pilot to pull back on the control yoke. Shortly thereafter, he heard the stall's aural warning. The pilot then pushed forward on the control yoke to lower the nose and exit the stall, but the aircraft lost height rapidly and crashed onto arid desert terrain. One of the passengers on board was seriously injured, and the aircraft was substantially damaged.
CA 18/2/3/10666	27-06-2026	ZS-LVW	Gariep Airfield (FAGA) in Free State province	C210L	Operation of Non-Type Certificated Aircraft	GP	0	According to the report received from the pilot, when the aircraft was started, it did not have the parking brake applied, and after the engine started, the aircraft rolled approximately 15 meters under power across the apron and crashed into a parked Cessna 210L with registration ZS-LVW. No injuries were reported. The Cessna 210L sustained substantial damage to the rear left baggage door and frame. The Sling 2 sustained substantial damage to the propeller spinner cone, one of the propeller blades and the left-wing tip.
CA 18/2/3/10666	27-06-2026	ZU-MCA	Gariep Airfield (FAGA) in Free State province	Sling 2	Operation of Non-Type Certificated Aircraft	GP	0	According to the report received from the pilot, when the aircraft was started, it did not have the parking brake applied, and after the engine started, the aircraft rolled approximately 15 meters under power across the apron and crashed into a parked Cessna 210L with registration ZS-LVW. No injuries were reported. The Cessna 210L sustained substantial damage to the rear left baggage door and frame. The Sling 2 sustained substantial damage to the propeller spinner cone, one of the propeller blades and the left-wing tip.

CA18/3/2/1552	06-06-2026	ZU-FZI	Approximately 100 to 200 feet above ground level	Sling 2	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that he elected to take off in a northerly direction as there was no wind. He stated that after take off at a height of approximately 100 to 200 feet above ground level, the engine lost power and he opted to perform a forced landing in an open field straight ahead. The aircraft collided with a fence, and the nose gear collapsed. Both main wheel spats broke off, as well as one of the propeller blades, and the left outer wing leading edge surface also sustained damage during impact with a fence post, as can be seen in the attached photographs below. Nobody was injured during the forced landing.
CA18/3/2/1553	11-06-2026	ZU-IBA	Hoedspruit Civil Aerodrome (FAHT)	RV-10	General Aviation and Operating Flight Rules	LIMPOPO	0	According to the pilot, he conducted a pre-flight inspection of the aircraft with no anomalies noted. The aircraft got airborne and routed to Hoedspruit Civil aerodrome, upon arrival the pilot executed unmanned landing procedures. He joined the circuit for landing on runway (RWY) 17. During the final landing approach for landing, on the first attempt the pilot lost control due to an unexpected wind shear, and the aircraft ballooned twice, then the pilot immediately applied full power for a go around. The second attempt was successful the aircraft landed safely and was able to evacuate RWY 17 safely, as soon as the pilot disembarked the aircraft to do a post flight inspection, he noticed that the propeller blades struck the ground and the nose wheel fairing broke. The pilot was not injured.
CA 18/3/2/1555	13-06-2026	ZU-DHB	On RWY 23 of Cape Winelands (FAWN)	TL 2000 STNG	General Aviation and Operating Flight Rules	WC	0	The pilot stated that he conducted a preflight inspection of the aircraft with no anomalies noted. He then boarded the aircraft with the passenger, took off, and routed to FALF to test an aircraft parked there. Upon arrival, he performed an unmanned joining procedure, entered the circuit, and configured the aircraft for landing. During the downwind checks, he observed that the nosewheel landing gear indicator was not illuminating, while both main gear lights were green, with no indication of the nosewheel extension. Suspecting a possible landing gear issue, he decided to return to FAWN for access to ground support if needed. Upon arrival while overhead FAWN, the aircraft re-joined the circuit for landing on Runway (RWY) 23. The nosewheel indication remained absent during the final approach checks. The pilot continued with the landing, and the aircraft touched down safely before being towed to the hangar. Post-landing inspection revealed damage to the propeller blades and front

								cowling. The pilot and the passenger disembarked the aircraft unharmed.
CA18/3/2/1554	23-06-2026	ZS-DPN	On Runway 36 of FABB	PA-28-180	Aviation Training Organisations	GP	0	The operator stated that the student pilot (SP) conducted a pre-flight inspection of the aircraft and no anomalies were noted. The SP took off from Runway 36 on a solo training flight to the general flying area (GFA), and the flight was uneventful. Upon returning for a full stop landing on Runway 36, the aircraft experienced a hard landing and subsequently the SP lost directional control, and the aircraft veered off to the right side of the runway and came to a stop in the bushes. The aircraft sustained damage to the wing tip and propeller blade, and the pilot sustained minor injuries.
CA18/3/2/1557	25-06-2026	ZS-WMM	Springs Airfield (FASI)	S-1S	General Aviation and Operating Flight Rules	GP	0	According to the pilot, a preflight inspection was carried out on the aircraft (tail dragger) with no anomalies noted. After an uneventful 15-minute flight, the pilot returned to land on Runway 21. The touchdown was normal, but during the landing roll the aircraft gradually veered to the left. To avoid overcorrecting, the pilot allowed it to exit the runway onto the grass. The aircraft continued across a taxiway, where the right main landing gear struck a concrete drain and collapsed, causing the propeller to strike the ground before the aircraft came to rest on the grass beside the runway. No injuries were reported, and the aircraft sustained substantial damage to the right main landing gear.
CA18/3/2/1558	23-06-2026	ZU-TWH	Runway 28 of Mossel Bay airport (FAMO)	Samba UFM-10	Aviation Training Organisations	WC	0	The student pilot (SP), who is also the aircraft owner, reported that a pre-flight inspection was completed with no anomalies noted. The aircraft then completed approximately six uneventful circuits with touch-and-go landings. On the seventh circuit, it returned for a full-stop landing on Runway 28 and touched down smoothly. During the landing roll, with a slight crosswind, the SP reported that rudder/nosewheel steering response became unresponsive, and the aircraft veered left, resulting in a nosewheel collapse on the runway. The aircraft sustained damage to one of the propeller tips and the nose wheel. The occupants sustained no injuries.

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