

Aircraft Occurrence March 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	01-03-2025	ZU-SIG	Worcester (FAWC) Airfield	Sling Aircraft Pty (Ltd)	Operation of Non-Type Certificated Aircraft	WC	0	The pilot reported that he conducted a preflight check and departed from FAWC with no issues noted. Upon returning and turning base for Runway (RWY) 15 at FAWC, he observed a strong odor emanating from the engine (UL390i) in the cockpit. He then turned the aircraft onto the final approach and selected 20 degrees flaps. At approximately 300 feet (ft) above ground level, the engine stopped, and the electrics went off. When the pilot tried to restart the engine to no avail, he initiated a glide at 72 knots for RWY 15 with 20 degrees flaps. The rate of descent was high, and the pilot judged that the aircraft would not make it to the runway. He then executed a forced landing on the available open field on the runway clearway. The aircraft landed on bushy terrain. During the landing roll the nose gear was stopped by the bushes and the aircraft nosed over and came to rest on its roof approximately 400 metres from the runway.
TBU	01-03-2025	ZU-EOA	Marble Hall	SG Aviation	Operation of Non-Type Certificated Aircraft	MP	0	The pilot reported that he conducted a preflight check and departed from the private airstrip with no issues noted. At approximately 40 minutes into the flight, the engine started running rough and lost power. When the pilot could not restore power, he executed a forced landing on an open field. The aircraft collided with a perimeter fence during the landing roll. The pilot disembarked the aircraft with no injuries. The aircraft sustained substantial damage to the landing gear, propeller, right-wing and canopy
	01-03-2025	ZU-WAG	1.2 Nautical Miles east of FAHC	Kitplanes for Africa Pty (Ltd)	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot reported that he conducted a preflight check and departed from FAHC, runway 34 with no anomalies noted. Approximately one hour into the flight, the aircraft lost aileron input authority. He then attempted to steer the aircraft using rudder inputs, but the aircraft also lost yaw control. As a result, he executed a forced landing on the maize field approximately 1.2 Nautical Miles from the runway. The pilot disembarked the aircraft with no injuries. The aircraft sustained substantial damage to the landing gear, propeller and fuselage.
	05-03-2025	ZU-PUR	Runway 20 Panorama Airfield	Sling Aircraft Pty (Ltd)	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he conducted a preflight check and departed from FAKT at 0815Z with no issues noted. On arrival at Panorama Airfield, the pilot joined the circuit for runway 20. The aircraft landed hard on the grass runway, the nose gear failed, and the aircraft skidded before coming to rest to the right of the runway. The pilot disembarked the aircraft with no injuries. The aircraft sustained damage to the nose gear, propeller, and under side of the engine cowling.
	12-03-2025	ZS-MOZ	Approximately 8 Kilometres (km) from a Private farm near Ventersdorp	Air Tractor Inc	Agricultural Operations	NW	0	The pilot reported that he conducted a preflight inspection of the aircraft prior to departing from a private farm and no anomalies were noted. The aircraft had about 500 US gallons of insecticide chemical loaded in the hopper. After starting the engine, the pilot took off and headed towards the maize field that needed to be sprayed. As the pilot was positioning the aircraft for the fourth chemical application, the aircraft collided with the high voltage power lines that were spanned across his flight path. Upon impact with the power lines, the wires broke off and remained attached to the aircraft. The pilot proceeded to act upon instinct and opted to execute an emergency landing approximately 8 kilometres (km) from the departure farm. The pilot performed



								an emergency landing and dumped the remaining chemical load. Consequently, the aircraft landed hard and caused third party damage to the maize planted. The aircraft sustained substantial damages. The pilot vacated the aircraft unharmed. During the interview the pilot stated that he was aware of the location of the power lines, yet he collided with them because his vision was compromised by the shadow of the cloud ahead of him.
	12-03-2025	ZS-SNR	Runway 25 at FALA	Piper Aircraft Corporation	Aviation training organisations	GP	0	The flight instructor (FI) stated that prior to departure, they conducted a preflight inspection of the aircraft, during which no anomalies were identified. The aircraft departed from FALA at approximately 1700Z and climbed to 1 000 feet (ft) above ground level (AGL). The duo conducted circuit training flights, after which the pilots joined a left downwind for Runway (RWY) 25. During the downwind leg of the landing approach, the pilots reported that the pre-landing checks were completed, and it was confirmed that the three green indicators for the undercarriage were illuminated, indicating that the landing gear was in a down and locked position. Additionally, the first stage of flaps was deployed, and the aircraft was fully configured for landing. On final approach, at 400ft AGL, the aircraft maintained an airspeed of 80 knots indicated airspeed (KIAS). During the landing flare, the pilot stated that the throttle was fully closed. The main landing gear wheels touched down first, followed by the nose landing gear. During the landing roll on Runway 25, the pilot retracted the wing flaps. Shortly afterward, the nose landing gear collapsed, and the aircraft came to a stop approximately 100 metres (m) down the runway. None of the occupants were injured, but the aircraft sustained damage to the propeller, the nose cone and nose landing gear doors. The aircraft was recovered to the base, and an investigator was dispatched. The investigation into the accident is ongoing.
	16-03-2025	ZS-RNI	Near Lohatla military base	Robinson Helicopter Company	General Aviation and Operating Flight Rules	NC	0	Approximately 20 kilometres (km) from Postmansburg, the passenger requested the pilot to stop since he was unwell. They landed at Rhodes farm, close to the Lohatla military base. Once the passenger was able to continue with flight the helicopter departed and during the climb at 250 feet (ft), it lost power and crashed inside the military base. The two occupants on board were not injured. A preliminary report will be published on the SCAA website 30 days from the of this accident.
	19-03-2025	ZS-NJD	Near Runway 31, Bethlehem Aerodrome	Aerostar Aircraft Corporation	General Aviation and Operating Flight Rules	FS	0	According to the pilot, a pre-flight inspection was conducted, and no anomalies were found. The engine started and ran normally with all parameters in the green. During take-off from runway 11, the aircraft rotated at 90 knots the pilot selected gear up and retracted the flaps to 15 degrees. The pilot noticed the airspeed decrease and the aircraft was losing height. The pilot executed a forced landing approximately 500 to 700 metres (m) from the runway on a private farm. The aircraft was substantially damaged and the right fuel tank ruptured during the impact sequence. No injuries were reported. An accident investigator was dispatched on site and during his assessment it was found that the right propeller dome had broken off during the take-off, there was a substantially oil leak which resulted in the propeller feathering.
	19-03-2025	ZS-OWD	Knysna Airfield	Cessna Aircraft Company	General Aviation and Operating Flight Rules	WC	0	The pilot stated that he conducted a preflight inspection with no anomalies found. During the take-off roll, the aircraft rotated; however, the pilot did not maintain the required take-off speed. As the aircraft reached a high nose attitude without adequate airspeed, the aircraft stalled. The pilot was unable to maintain control of the aircraft and the aircraft descended rapidly and impacted the ground.
	22-03-2025	ZS-FFG	Van Wyksdorp	Hawker Beechcraft Corporation	General Aviation and Operating Flight Rules	WC	0	The pilot conducted a preflight check on the aircraft with no anomalies noted. During flight the pilot indicated that the aircraft had a reduced fuel pressure indication which would result in an engine failure. He then decided to conduct a forced landing on a road. During the approach he realized the road was narrow and opted to land on an



								upsloping hill. The pilot executed a belly landing, and the aircraft sustained substantial damage to the propeller and the underbelly.
TBU	22-03-2025	ZU-IMP	Vredenburg Airport (FASD)	Aermacchi SPS	Operation of Non-Type Certificated Aircraft	WC	1	The pilot being the sole occupant on board an Impala MK1 with registration ZU-IMP took off from Vredenburg Airport (FASD) with the intention to land at the same airport under Visual meteorological conditions (VMC) by day. The aircraft was part of an aerobatic display during the Saldanha airshow. The pilot attended the required safety briefing and submitted an aerobatic display sequence. The aircraft departed and conducted the sequence in line with the sequence submission to the safety officer. According to video footage provided to AIID the pilot initiated an inverted left roll with the aircraft in a landing configuration (landing gear extended with flaps down) below 1000 feet above ground level. The aircraft descended towards the ground behind the hangars and no ejection of the pilot was observed. Shortly afterwards a loud bang followed by thick black smoke and fire was observed by spectators. The crash alarm was activated, and emergency services were dispatched. The pilot was fatally wounded during the impact sequence. The aircraft was substantially damaged. The site was secured by the first responders.
TBU	23-03-2025	ZU-MJM	Thohoyandou, Nandoni Airfield in Vembe District	SHADOW LITE CC	Operation of Non-Type Certificated Aircraft	LIMPOPO	0	On Sunday morning, 23 March 2025, a pilot and two passengers on board a Jabiru J430 aircraft with registration ZU-MJM took off from Nandoni airfield, Thohoyandou, in Vhembe District Limpopo Province and was engaged on a private flight to Louis Trichardt airfield (FALO) in the same province. The flight was conducted under Visual meteorological conditions (VMC) by day under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended. The aircraft accident occurred 14 miles east of Nandoni airfield. There were no eyewitnesses. The aircraft impacted the ground with the right wing and the occupants propelled outside of the aircraft during the impact sequence. One of the occupants were able to contact emergency services for help following the crash.
TBU	24-03-2025	ZT-RTF	Ladysmith Airport	Robinson Helicopter Company	General Aviation and Operating Flight Rules	KZN	0	On Monday morning, 24 March 2025, a Robinson R44 Raven II helicopter with registration ZT-RTF, was on a private flight from Howick Airfield (FAHC) to refuel at Ladysmith Airport (FALY) both located in KwaZulu-Natal province. The pilot in charge was the sole occupant onboard. The flight was conducted under Visual meteorological conditions (VMC) by day under the provisions of Part 91 of the South African Civil Aviation Regulations (CAR) 2011 as amended. After clearing mountainous terrain, while on approach to Ladysmith Airport, at approximately 680ft above ground level, the pilot observed an engine oil warning light illuminating in the cockpit as well as smoke emanating from the right-hand side of the engine cowling, subsequently the aircraft's engine failed. The pilot then attempted a forced landing by engaging auto rotation. The forced landing was hard and resulted in the aircraft sustaining substantial damage.
TBU	24-03-2025	ZU-IJS	Runway 02 at Morningstar Airfield	Sling Aircraft (Pty) Ltd	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that he just purchased the aircraft from the previous owner and needed to familiarise himself with its Garmin Electronic Flight Instrument System (EFIS). He conducted a preflight inspection of the aircraft; no anomalies were found. About 64 litres (L) of Mogas fuel was uplifted (32L in each tank) to make a total of 164L in the tanks. The pilot started the engine and allowed it to warm up until the indications were within the green arch. Good weather condition prevailed around the time of the flight. After few minutes, the pilot taxied the aircraft to the threshold on of the asphalt Runway 02. At approximately 1040Z, the pilot advanced the throttle to 5 800 revolution per minute (RPM) and commenced with the take-off run. The aircraft rotated and climbed to 1 800 feet (ft) above ground level (AGL). The pilot levelled off the aircraft and retarded the throttle to 5 500RPM. After 20 minutes, the pilot returned



								to Morningstar Airfield and rejoined the circuit on the right downwind for a full stop landing on Runway 02. The aircraft approached in a full flaps' configuration at a speed of 74 knots. During the landing flare, the aircraft ballooned and touch down hard on the nose wheel which resulted in the nose gear strut collapsing. The aircraft then skidded on the lower engine cowlings while veering off to the right of the runway. It came to a stop on the grass area about 1½ metres (m) from the runway edge. The aircraft sustained substantial damages. The pilot switched off the master, fuel and vacated the aircraft unharmed.
TBU	31-03-2025	ZU-IRG	Fochville	Van's Aircraft Inc	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that he conducted a preflight inspection of the aircraft; no anomalies were found. The aircraft had a total of 100 litres (L) of Avgas 100LL fuel in the tanks. At approximately 0955Z, the aircraft took off from FAGC, enroute to FAPS, the pilot experienced a loss of engine power. The pilot attempted to troubleshoot the loss of power, but without success. He then opted to perform a forced landing. At this point the aircraft was flying next to a public road which had traffic around Fochville area. For safety, the pilot opted to land next to the road on grassy area, approximately 2 miles north-west Fochville Aerodrome (FADF). During the landing roll, the aircraft overturned and came to rest on its roof. The aircraft sustained substantial damages. The pilot vacated the aircraft unharmed.
TBU	26-03-2025	ZS-KTA	Private airstrip on Krangeling Farm	Piper Aircraft Corporation	General Aviation and Operating Flight Rules	LIMPOPO	0	The pilot stated that during the take-off roll from the airstrip (unknown to him) at 75kts ground speed, he pulled back on the control column. The aircraft rotated and during the climb at approximately 20 feet above ground level (AGL), stall warning horn sounded in the cockpit. Thereafter, he decided to abort the climb and pushed forward on the control column and landed the aircraft back on the airstrip runway. After touchdown the pilot applied brakes and then lost directional control of the aircraft, which caused it to ground loop, subsequently, the main landing gear collapsed. The aircraft came to rest on the sandy terrain with the collapsed main landing gear and the left-side wing touching the ground.
TBU	19-03-2025	ZS-MLK	Private airstrip in Groot Pan	Air Tractor Inc	Agricultural Operations	NW	0	The pilot stated that he performed a pre-flight inspection of the aircraft and nothing abnormal was noted. The aircraft's fuel gauge indicated three-quarter Jet-A1 fuel in the tanks. The technical flight folio indicated no outstanding defects or deferred maintenance tasks on the aircraft. About 1 400 litres (L) (third load of the day) of insecticide chemical was uplifted into the chemical hopper behind the engine fire wall. The pilot started the engine and allowed it to warm up until the indications were within the green arch. The weather was partly cloudy at the time with visibility of 10 kilometres (km). At approximately 0800Z, the pilot advanced the throttle (power lever) to maximum power and commenced with the take-off run in a northerly direction with the wind blowing from the right (north-east). The aircraft rotated and, during the climb at approximately 50 feet (ft) above ground level (AGL), the pilot felt the wind pushing the aircraft from the rear (tailwind). Thereafter, the pilot noticed a significant decrease in airspeed. Subsequently, the right wing stalled, and the aircraft crashed on the maize field. The aircraft was destroyed during the accident sequence. The pilot was not injured. Third party damage was limited to the maize plants that were affected. During the interview, the pilot indicated that the engine was 100 percent operational (or serviceable) at the time (of the accident). A preliminary examination of the propeller blades and the spinner indicated that the engine (PT6-34AG model) was producing a substantial amount of power at the time of the flight.



TBU	11-03-2025	ZU-STA	Tinley Manor Beach in Zinkwazi	The Airplane Factory	Aviation training organisations	KZN	0	The pilots completed a preflight inspection before departing from FAVG, and no issues were identified. The aircraft took off from FAVG at 1320Z, and after conducting a circuit flight, the flight became uneventful at approximately 40 kilometres from the aerodrome (FAVG). While cruising at about 2,000 feet (ft), the pilots noticed an engine vibration. To troubleshoot, they initially reduced the power setting to 4 001 RPM (Revolutions Per Minute), but the vibration worsened. They then increased the power to 5 001 RPM, but the vibration intensified further. Despite the increased vibration, the aircraft's airspeed remained stable and there was no change to oil pressure. Concerned by the growing intensity of the vibration, the pilots decided to perform a precautionary landing in accordance with the emergency landing procedure. At approximately 1415Z, they safely landed on Tinley Manor Beach in Zinkwazi, Kwa-Zulu Natal Province. All occupants disembarked without injury, and the aircraft sustained no damage. The aircraft was recovered and returned to the base. Post-accident investigation suggests the possibility of carburettor icing however, the investigation is ongoing.
TBU	29-03-2025	ZS-SBC	Virginia Aerodrome (FAVG)	Cessna Aircraft Company	General Aviation and Operating Flight Rules	KZN	0	The pilot who held a PPL was seated on the left front seat and was the pilot flying (PF). The SP held a commercial pilot licence (CPL) and was seated on the right front seat. The PF stated that he conducted a preflight inspection of the aircraft and nothing abnormal was noted. The aircraft had 3hrs:30mins endurance total Avgas 100LL fuel in the tanks. At approximately 0710Z, the aircraft took off and headed in south westerly direction flying along the coast and cruising at a speed of 107 knots. The aircraft flew to Harding and then to Pietermaritzburg Airport (FAPM) where the PF performed a successful touch and go landing on Runway 16. The aircraft returned to FAVG. Before joining FAVG circuit, approximately 10 nautical miles (nm) south of FAVG the pilots experienced a rough running engine. The PF with assistance of the SP tried to troubleshoot the anomaly, but without success. The SP called FAVG control tower on the very high frequency (VHF) 120.60 Megahertz (MHZ) and informed them of their predicament. During this time the aircraft was gradually losing height, and the PF opted to perform a forced landing, he selected 30 degrees of flaps and performed a successful forced landing alongside a beach near Beachwood Mangroves nature reserve. The aircraft was not damaged. The PF switched off the master and fuel before vacating the aircraft. No injuries were reported.

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