



## Aircraft Occurrence March 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	02-03-2026	ZS-RYL	26°21'36.29" South 28°04'43.33" East. Elevation 4 971 feet.	407	Aviation Training Organisations	GP	0	The FI stated that after take-off from Ultimate Heli, they routed to the general flying area (GFA) in Kromvlei near Alberton where the SP simulated or conducted engine failure in hover and simulated tail rotor failure exercises which was uneventful. The pair later simulated auto rotations as their final exercise. The SP executed an autorotation and the helicopter kept on descending, consequently the helicopter impacted the ground very hard on the skid landing gears during which the main rotor blades severed the tail boom. The FI stated that it is possibility that he did not open the throttle fully as required and could not arrest the descent rate.
TBU	12-03-2026	ZU-RDP	On the grass to the left of Runway 18 of Mokopane Aerodrome(FAQR)	MTOsport	Operation of Non-Type Certificated Aircraft	LP	1	The eyewitness who was outside the hangar watching the aircraft reported that it (aircraft) took off from Runway 18 and the pilot executed two uneventful touch and go landings. During the climb for the third circuit, the aircraft disappeared from his line of sight. Few seconds later, he heard a loud bang, and the engine noise went silent. The eyewitness then discovered that the aircraft had crashed within the borders of FAQR. He ran to the accident scene to assist the pilot. However, the pilot was found to have been fatally injured. The aircraft was destroyed. Post-accident investigation of the wreckage revealed that one of the main rotor blades separated from the mast inflight resulting in a loss of control rendering ground impact inevitable. The blade was discovered approximately 38 metres (m) from the main wreckage.
TBU	25-03-2026	ZU-CKU	50m from the threshold of Runway 19 at FAKT	Jabiru SP	Operation of Non-Type Certificated Aircraft	GP	0	According to available information, the aircraft was due for its annual inspection, hence the flight to Rhino Park Aerodrome, where the aircraft maintenance organisation (AMO) is based. Before the flight, the pilot had difficulty starting the engine, and a new battery was fitted. Later, the engine started and the pilot taxied the aircraft to the fuel bay, where 35 liters (L) of Avgas 100LL were uplifted. The total amount of fuel in the tanks is not known. However, the investigator in charge (IIC) noted that the fuel tank contained approximately 75L of fuel. According to the fuel attendant, the pilot also requested him to inflate the fairly flat tyres. The pilot then taxied to the threshold of Runway 01. According to an eyewitness who was sitting outside the clubhouse after the aircraft became airborne at a height of approximately 100 to 200 feet above the runway, the engine stopped. The pilot then lowered the nose and impacted with a small part of the runway surface past the threshold of Runway 19, and the aircraft careered through the aerodrome fence and down an embankment and came to rest facing in a southerly direction approximately 50 metres (m) from the threshold. The eyewitness then ran to the scene to render assistance and was the first person there. The pilot informed the eyewitness that he had severe back pain and suffered from a laceration to his lower left leg. Other people at the aerodrome also responded to the scene, and one person had a first aid kit, which they used to stop the bleeding on his leg.

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TBU	25-03-2026	ZU-LCY	Table Mountain	UH-1H	Agricultural Work Operations	WC	0	According to video footage evidence shared with the investigating team, the pilot allowed the main rotor blades to strike the mountainside during an approach to drop a Bambi bucket load of water on the fire that prevailed in the area. The helicopter remained in an upright position while descending vertically and impacted mountainous terrain and rolled onto its right side. The pilot managed to disembark from the helicopter via the left front door window unassisted. He was met on his way down the mountain by emergency medical personnel and was taken to the hospital for a medical check-up. He sustained minor injuries and was discharged from hospital the same evening. The helicopter was destroyed by the fuel-fed post-impact fire that erupted as the pilot was unable to shut down the engine, which remained in ground idle.
TBU	27-03-2026	ZS-RVU	23°52'22.85"S 29°14'48.98"E. Elevation of 4 442 feet.	R44, Raven II	General Aviation and Operating Flight Rules	LP	0	The pilot stated that he conducted a preflight inspection of the helicopter with no anomalies noted. The helicopter was refuelled to capacity. The pilot started the engine and the helicopter lifted off uneventfully. After approximately 10 minutes into the flight, the pilot spotted a Rhino calf on his left side. The pilot then turned left to have a better look of it (the calf). During this time, the helicopter was low and the air speed was also low. The low rotor revolution per minute (RPM) horn sounded. The pilot tried to recover the RPM, but without success. The helicopter descended and impacted a tree on the skid landing gears. The helicopter rolled over to the left and crashed onto the ground. It came to rest on its left side. The helicopter was substantially damaged. The pilot sustained minor injuries and was to hospital.
TBU	29-03-2026	ZS-EVO	Private farm in Koppies	PA-28-140 Cherokee	General Aviation and Operating Flight Rules	FS	0	The pilot reported that enroute to FAKT, while overhead Koppies farming area in Free State province, he experienced a loss of engine power. The pilot tried to troubleshoot the engine anomaly, but without success. He then opted to execute a forced landing on a maize farm. The nose gear strut broke during the landing roll. Third party damage was limited to the maize crops. The aircraft was substantially damaged. The pilot was not injured.
TBU	31-03-2026	ZT-HBC	Hunters Moon Private farm	R44 II	Agricultural Work Operations	EC	0	The owner reported that the pilot started the helicopter in the morning and was not satisfied with the engine performance. The pilot then delayed the flight during which nothing was done on the helicopter / engine. After about an hour, the pilot restarted the helicopter. The engine parameters were within the normal operating range. The two passengers boarded the helicopter and the helicopter lifted off. After approximately an hour into the flight, while flying on the lee side of the mountain (chasing animals), the pilot experienced a loss of engine power (decay in revolution per minute [RPM]). The pilot decided to perform a forced landing during which the skid landing gears impacted a rock very hard. Consequently, the left skid broke off, and the helicopter rolled over to the left. The helicopter was substantially damaged. All three occupants were seriously injured, and they were airlifted to hospital.
	29-03-2026	ZU-ANU	On the left side of the gravel runway of Uitspan Klein Karoo farm airstrip	Kitfox IV	General Aviation and Operating Flight Rules	KZN	0	The pilot reported that a preflight inspection of the aircraft was conducted with no anomalies noted. He started the engine and taxied the aircraft to the gravel runway. The pilot opened the throttle to full power and commenced with the take-off run. The aircraft rotated and during the climb, the pilot experienced an

TBU								unexpected downdraft which resulted in the aircraft not being able to climb. The pilot turned left during which the aircraft left-wing struck the farm perimeter fence pole. The aircraft impacted the ground and curt-wheeled. The aircraft was substantially damaged. The passenger was not injured, however the pilot sustained minor injuries.
TBU	13-03-2026	ZU-CIT	End of Doringbaai gravel private strip runway	SP 470	Operation of Non-Type Certificated Aircraft	WC	0	After approximately 3.5 hours the aircraft reached Doringbaai private Airstrip. During the landing on the gravel runway which is 1000 metres (m) long, the aircraft floated above the runway for a long time. Consequently, the aircraft touchdown deep (about 80m) and pilot could not bring the aircraft to a stop on the remaining runway. That resulted in the aircraft overshooting the end of the runway. During the process, the nose gear shock absorber bend and the propeller tip struck the soft ground. The aircraft stopped on a bushy type of terrain approximately 5m from the end of the runway. The aircraft was substantially damaged. The pilot was not injured.
TBU	17-03-2026	ZU-DDG	Right of RWY 36 FAQR	Cheetah	Aviation Training Organisations	LP	0	The FI stated that the SP was the pilot flying (PF) and he conducted four (4) touch and go landing exercises on Runway 36. After a full stop landing, the FI disembarked the aircraft and allowed the SP to continue with the exercise. The SP stated that he took off and conducted the first the touch and go landing exercise on Runway 36. During the second circuit just after turning downwind, the engine stopped. The SP tried to restart the engine twice, but to no avail. The SP executed a forced landing on a bushy type of terrain on the right-hand side of Runway 36. The aircraft sustained substantial damage, and the SP was not injured.

**083 461 4887**

[aiidinbox@caa.co.za](mailto:aiidinbox@caa.co.za)

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