

Aircraft Occurrence May 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	04-05-2025	ZU-IWA	Stellenbosch Aerodrome (FASH)	RV14	Operation of Non-Type Certificated Aircraft	WC	0	According to the pilot, the flight from FASH to Hermanus Airfield was uneventful. Upon returning to FASH, the aircraft was stable on approach to Runway 19 at 65 knots (kts), followed by an uneventful touchdown. During the landing roll, the aircraft veered off to the left side of Runway 19 and nosed over.
TBU	12-05-2025	ZS-JLD	Port Alfred Aerodrome (FAPA)	PA-28R Cherokee Arrow II	Aviation Training Organisations	EC	0	The flight instructor (FI) stated that the student pilot (SP) was the pilot flying (PF). Around 1509Z, the aircraft took off from FAPA and climbed to 500 feet (ft) and routed west toward Kenton-on-Sea during a training flight. Everything proceeded according to plan. Upon returning to FAPA at 1823Z, the FI selected the gear to "down" position. However, the three greens did not illuminate on the annunciator panel. The FI took control of the aircraft and climbed to 4 000ft. The crew used the redundancy system (emergency gear extension procedure) to get the landing gear to "down and locked" position, but without success. The FI contacted an engineer on the ground for guidance; he was advised to perform a low-level flypast to allow for a visual inspection of the landing gears. The FI flew a low fly-past as directed and the engineer advised them that the three gears appeared to be down. The FI flew a circuit and prepared the aircraft for a full-stop landing on Runway 28L. The FI reported that about 3 seconds after touchdown, he felt the left wing sinking and the aircraft veering off to the left of the grass runway. The aircraft came to a stop on the tall grass to the left of the prepared landing area (grass runway). During the manoeuvre, the aircraft appeared to have pivoted to the right as it was veering off to the left, which caused the right main gear strut to penetrate the underwing structure, damaging the aft-wing spar.
TBU	15-05-2025	ZU-CDM	Sterkfontein Airstrip in Krugersdorp	CH200	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that the aircraft had a total of 65 litres (L) of Mogas fuel in the tanks during the pre-flight inspection. At 0620Z, the aircraft took off from Sterkfontein Airstrip and climbed to 7 000 feet (ft), routing to Nampo, outside Bothaville in Free State province. The flight to Nampo was uneventful. After approximately 2 hours, the aircraft routed back to Krugersdorp. According to the pilot, clear weather conditions prevailed, and the wind favoured landing on the grass-covered Runway 33. The aircraft was stable during the approach. After touchdown, the left main landing gear wheel assembly separated from the axle and the aircraft veered off to the left of the runway. The right wing impacted the rocks during the accident

								sequence and the aircraft came to a stop on the overgrown grass. The pilot turned off the master and fuel switches and vacated the aircraft.
TBU	18-05-2025	ZS-WXE	RWY32 (FAMB)	S-10 Sakota	Operation of Non-Type Certificated Aircraft	MP	2	According to the eye-witness statement, the pilot arrived at the airfield in the morning and conducted a series of low-level flights in the vicinity of the airfield. The pilot held an Agricultural Pilot Rating. He then landed to pick up his wife. The aircraft departed from FAMB, Runway 32. While turning base leg for Runway 32, it appeared that the pilot lost control of the aircraft and crashed 200 meters from the runway within the confines of the airfield. A post impact fire engulfed the wreckage. A farmer close by approached the burning wreckage and helped extinguish the fire. The two occupants succumbed to their injuries, and the aircraft was destroyed by the post impact fire.
TBU	14-05-2025	ZU-FVZ	GPS coordinates: S32°49'.17" E27°50'.18" Elevation: 1 276ft	Jabiru J170	Operation of Non-Type Certificated Aircraft	EC	0	The pilot stated that the aircraft had 80 litres (L) of Avgas 100LL fuel, and the duration of the flight was 2 hours. On his return flight, the pilot joined the left downwind for Runway 09. The approach was stable, and the aircraft touched down with the main wheels first, followed by the nose wheel. During taxing at about 5 miles per hour (mph), the lower end point of the nose landing gear shock absorber had separated. Consequently, the nose pitched down, and the propeller blades struck the ground. The pilot switched off the master and vacated the aircraft.
TBU	15-05-2025	ZS-PIA	Runway 02 FASD	PA38-112	General Aviation and Operating Flight Rules	WC	0	The pilots departed from FAWN without any anomalies noted and intended to land at FASD to refuel the aircraft. However, after touchdown on Runway 02 at FASD, the aircraft veered off to the right and came to rest in a ditch to the side of the runway. The nose gear and the propeller were damaged during the incident sequence.
TBU	21-05-2025	ZS-FXT	6 nautical miles southwest of the Chelmsford Nature Reserve.	Cardinal C177B	General Aviation and Operating Flight Rules	KZN	0	The aircraft departed from FANC without anomalies observed and routed southwest. However, approximately ten minutes into the flight, the engine started running rough and losing power. The pilot attempted to restore engine power to no avail. The aircraft started losing altitude and at approximately 800 feet above ground level (AGL) the engine stopped. The pilot then executed a forced landing on an open field 6 nautical miles southwest of the Chelmsford Nature Reserve.
TBU	23-05-2025	ZS-FGU	5 nautical miles west of FAPA	PA-28-140 Cherokee	Aviation Training Organisations	EC	0	The pilot indicated that no anomalies were observed after departure from George however at approximately 6 nautical miles west of FAPA, the pilot indicated that the aircraft engine had severe vibrations followed by an engine failure. Despite efforts to restore engine power, the attempt was unsuccessful. The aircraft began to lose altitude, prompting the pilot to conduct a forced landing in an open field near Glendower Beacon, in the Kasouga area, 5 nautical miles west of FAPA.