

Aircraft Occurrence May 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	03-05-2026	ZU-FPO	On an open field approximately 8.5 nautical miles (nm) from FAKR	Sling LSA	Operation of Non-Type Certificated Aircraft	GP	0	The pilot stated that during the initial pre-flight inspection of the aircraft, no anomalies were identified. He subsequently left the aircraft to visit a shop and, upon returning, conducted a second pre-flight inspection during which no abnormalities were observed. The pilot and passenger, who was his wife, departed from Bona Bona Airfield at approximately 0955Z enroute to FAKR. While passing the Carletonville area in Gauteng Province, the pilot and his wife were engaged in conversation when he observed a decreasing engine oil pressure indication. The pilot reported that within approximately two minutes, the engine oil pressure reduced to zero, after which the engine experienced a total loss of power. The pilot subsequently executed a forced landing on an open field in the Krugersdorp area. During the landing sequence, the aircraft sustained substantial damage to the nose section, nose landing gear and propeller. It was further observed that a significant quantity of oil had splashed onto the aircraft nose section and windscreen. The pilot and passenger exited the aircraft without injuries.
TBU	11-05-2026	ZS-VET	Approximately 200 m from the threshold of runway 16 of Rustenburg Airfield (FARG)	Cessna 172M	Aviation Training Organisations	NW	0	The flight instructor (FI) stated that the SP was the pilot flying (PF) and he took off from Runway 34. During the climb at approximately 100 feet (ft) above ground level (AGL), the engine lost power. The FI took control of the aircraft and executed a forced landing. The aircraft came to rest in a bushy type of terrain, which was approximately 200 m from the threshold of runway 16. The FI sustained minor injuries, and the SP sustained no injuries. The aircraft sustained substantial damage.
TBU	27-05-2026	ZU-EHX	Runway 21 of Vereeniging Airfield (FAVV)	Bushbaby	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he conducted a preflight inspection and noted no anomalies on the aircraft. The aircraft took off at approximately 0545Z and routed northwest towards FAVV for a refuelling stop. At approximately 0800Z, he joined the circuit downwind of the active runway (RWY) 21. During the landing roll, the pilot lost directional control of the aircraft, and it veered off the runway. The aircraft nosed over and came to rest on the grass next to RWY21 in an inverted position. The pilot was able to disembark the aircraft without injuries. The aircraft sustained substantial damage during the accident sequence.
TBU	27-05-2026	ZS-JBO	Graceland Golf Course	Cessna 172M	Aviation Training Organisations	GP	0	The Chief Flight Instructor reported that the student pilot was returning from a cross-country flight when he initiated a go-around. Witnesses reported seeing smoke emissions from the aircraft. The student pilot elected to execute a forced landing on the grass at the Graceland golf course. The aircraft was engulfed in flames, but the student pilot managed to exit the burning aircraft with injuries and was rushed to hospital. The aircraft was consumed by the grass fire which was ignited by the burning aircraft.
TBU	29-05-2026	ZU-BAO	On a private farm 8.6nm northwest of Kimberly Airport	Aerotrike Spirit II	Operation of Non-Type Certificated Aircraft	FS	0	According to the passenger, they flew for approximately 25 minutes before the pilot said to him "The engine is running rough hold on to me". The passenger

								stated that after that, they lost height and crashed into a perimeter fence of another farm. The pilot then called his wife and informed her of the accident and his injuries. She drove to the accident site and took them to a nearby hospital. The pilot was admitted due to the seriousness of his injuries; the passenger was not injured and the aircraft sustained substantial damage. The wife stated that she received the emergency call at 16:45 local time. The investigating team has yet to establish communication with the pilot. The pilot's qualification and the aircraft's authority to fly are still under verification.
TBU	02-05-2026	ZU-ICR	Approximately a metre from the Private Farm Airstrip GPS 25°53'04.2" South 27°20'23.67" East with an Elevation of 4 465.5 feet	Bat Hawk	Operation of Non-Type Certificated Aircraft	NW	0	The pilot reported that a pre-flight inspection was completed with no defects or anomalies noted. At approximately 0500Z, the pilot and passenger (his daughter) departed Silver Creek Gorge Airfield under favourable weather conditions and conducted flights to multiple locations. The intended final destination was a private farm airstrip located between Rustenburg and Magaliesberg. The pilot indicated prior experience operating into this airstrip and familiarity with the surrounding terrain. During the landing roll, a sudden wind gust resulted in an uncontrolled lift of the aircraft. The pilot applied corrective control inputs; however, the left main landing gear veered of the airstrip and entered the adjacent grass area. This led to the collapse of the nose landing gear, causing the aircraft to pitch forward and sustain damage to the lower fuselage (pod), propeller, and windscreen. The pilot and passenger exited the aircraft without sustaining injuries.
TBU	06-05-2026	ZU-STA	Runway 05 at Virginia Airport (FAVG)	Sling 2	Aviation Training Organisations	KZN	0	Prior to commencing the solo navigation training flight, the student pilot carried out a pre-flight inspection of the aircraft and reported that no anomalies or defects were identified. The take-off and outbound navigation leg were completed without incident. On returning to the aerodrome, the student encountered bumpy conditions while joining the right-hand downwind leg of the circuit. In preparation for landing, the student selected the first stage of flap on the right-hand downwind leg, the second stage of flap on base leg, and the third stage of flap on final approach. Shortly after crossing the runway threshold, the student increased engine power during the landing phase. The aircraft subsequently landed hard and bounced on the runway. During the bounce sequence, the nose landing gear collapsed, and the propeller struck the ground, sustaining damage. Emergency Medical Services (EMS) and the Fire Department responded promptly to the scene.
TBU	17-05-2026	ZU-JBC	15 nautical miles NE of FARB GPS: 26°36'01'' S 32°19'34'' E	Jabiru J430	Operation of Non-Type Certificated Aircraft	KZN	0	The pilot stated that the aircraft had 47 litres of Avgas 100LL fuel during the preflight inspection. The aircraft took off from FARB at 1200Z and flew in a northeast direction towards the beach. Thirty minutes into the flight the engine started losing power the pilot decided to do a precautionary landing on the beach 15 nautical miles northeast of FARB. The aircraft was not damaged. None of the occupants was injured during the incident sequence.
TBU	15-05-2026	ZU-IFT	Morning Star Airfield	Sling 2	Operation of Non-Type Certificated Aircraft	WC	0	The aircraft took off and flew a local flight, and it was uneventful. During landing, the aircraft landed hard on the nose wheel first. The nose wheel buckled, and the propeller contacted the runway. The aircraft sustained damage to the nosewheel and the propeller. None of the occupants was injured during the incident sequence.

TBU									The captain reported that on route to FACT, the Air Traffic controller (ATC) informed them that other traffic was unable to land in FACT and that a few go-arounds had occurred. They decided to complete one hold before initiating the descent as they weighed their options. Before completing the hold, the ATC informed them that other traffic is now able to land in FACT. The captain and first officer then continued to FACT. They also informed the cabin crew to secure the cabin early before the descent in case they experienced any turbulence. The descent and downwind were without any serious turbulence. The captain handed control over to the first officer for a monitored approach. The ATC gave them a heading to turn on to base and told them to maintain minimum clean speed because of traffic ahead and they complied. Shortly after that, the aircraft experienced severe turbulence with a 20-40 knots(kts) negative windshear at 6000 feet (ft) above mean sea level (AMSL). The auto thrust went into ALPHA FLOOR and the crew selected Flaps1 to mitigate from the stall. At the same time the aircraft went into alternate law because of an elevator aileron computer (ELAC) Pitch Fault and then the autopilot disengaged. The crew were unable to reengage any of the APs. After the negative windshear, the aircraft experienced a positive windshear and as the aircraft accelerated, the crew retracted the slats but still experienced an overspeed warning. The rest of the monitored approach was manually flown in alternate law, then direct law with landing gear extended until landing in FACT. The aircraft was not damaged, and none of the occupants was injured during the incident sequence.
	11-05-2026	ZS-SZE	Cape Town International Airport	A320	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	WC	0		
TBU									The aircraft departed FABO without any noted defects and was routed east towards FABM. The pilot elected to land on Runway 13. During the landing roll, the main wheels sank into the runway surface, resulting in the propeller blades striking the ground surface. The pilot was unaware that a section of the runway had been closed due to maintenance. No injuries were sustained. The purpose of the flight was to ferry the aircraft for maintenance.
	18-05-2026	ZS-LUZ	Runway 13 of Bethlehem Airfield (FABM)	S2R-T34	General Aviation and Operating Flight Rules	FS	0		

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