

Aircraft Occurrence October 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	04-10-2025	ZU-EMD	Vleesbank Private Farm	Magni Gyro	Operation of Non-Type Certificated Aircraft	WC	0	The pilot stated that after landing on the grass runway, the aircraft encountered a gust of wind from the right, resulting in a loss of directional control. The aircraft veered off to the left side of the runway, and the left brake caught vegetation, then it came to rest on its left-hand side.
TBU	10-10-2025	ZS-FTS	Private game farm, Predator World near Pilanesberg Airport	Piper Aircraft Corporation	Operation of Non-Type Certificated Aircraft	NW	1	According to the owner of the aircraft, the pilot and the passenger had Private Pilot Licences (PPLs). Their planned route after departure from FALA included flying overhead Vereeniging Airfield (FAVV) and, thereafter, proceeding to Rustenburg Airport (FARG) for refuelling before continuing to Pilanesberg International Airport (FAPN) to perform a touch-and-go circuit; and then return to FALA for a full-stop landing. However, during the last circuit at FAPN, shortly after take-off from Runway 23 (RWY23), the aircraft lost altitude and crashed on Predator World private game farm, approximately 1.6 kilometres beyond the end of the runway. A fire erupted after impact and, as a result, the occupants sustained burn injuries; they were transported to a Mediclinic hospital in Rustenburg in an Ambulance. The pilot-in-command (PIC) succumbed to his injuries on 11 October 2025, one day after the occurrence.
TBU	15-10-2025	ZU-PBC	Nottingham	The Airplane Factory	General Aviation and Operating Flight Rules	KZN	1	According to available information, the Aeronautical Rescue Coordination Centre (ARCC) was alerted by the pilot of a light aircraft at around 1120Z that relayed a MAYDAY call to air traffic control. The MAYDAY call was from one of the pilots flying either ZU-PBC or ZU-PBD. The ARCC was activated, and search and rescue teams in the Kwa-Zulu-Natal Midlands area were activated. The wreckage of ZU-PBC was located in the Nottingham area the same day by members of the search and rescue team. The aircraft was destroyed during the impact sequence, and the pilot perished in the accident. Inclement weather conditions were reported in the Pietermaritzburg area, with low clouds and fog covering the high ground..
	15-10-2025	ZU-PBD	Boston area	The Airplane Factory	General Aviation and Operating Flight Rules	KZN	1	According to available information, the Aeronautical Rescue Coordination Centre (ARCC) was alerted by the pilot of a light aircraft at around 1150Z that relayed a MAYDAY call to air traffic control. The MAYDAY call was from one of the pilots flying either ZU-PBC or ZU-PBD. The ARCC was activated, and search and rescue teams in the Kwa-Zulu-Natal Midlands area were activated. The wreckage of ZU-PBD was located in the Boston area on the following morning at 1652Z by members of the search and rescue team. The aircraft was destroyed during the impact sequence, and the pilot perished in the accident. Inclement weather

TBU								conditions were reported in the Pietermaritzburg area, with low clouds and fog covering the high ground.
TBU	16-10-2025	TL-ADE	Mountainous terrain near Barberton	Cessna Aircraft Company	General Aviation and Operating Flight Rules	MP	1	The Aeronautical Rescue Coordination Centre (ARCC) was alerted to the overdue aircraft. The ARCC activated an official search and rescue operation for the missing aircraft on the same day, but inclement weather conditions hampered the search, which continued the following day. The aircraft was fitted with a Spidertracks system (The system specializes in flight tracking, aviation communication, and flight data acquisition), with the last position of the aircraft being received at 1137Z. The wreckage of the aircraft was located on 18 October 2025 in mountainous terrain near Barberton. The aircraft was destroyed during the impact sequence, and the pilot perished in the accident. Inclement weather conditions were reported in the Barberton area, with light rain and low clouds covering the high ground (see photos attached that were taken from one of the helicopters that participated in the search on Thursday afternoon, 16 October 2025).
TBU	26-10-2025	ZU-BJX	Hoerskool Albertyn	Technum-E Aeronautische SRL	Aviation Training Organisations	GP	0	The planned route included Potchefstroom Airport (FAPS) and Rustenburg (FARG) for a Private Pilot Licence (PPL) Test, with the intention to return and land at Rand Airport (FAGM). Upon returning to Rand Airport (FAGM), the crew entered the circuit pattern and proceeded to the base leg for Runway 35. While overhead the Albertyn area, the aircraft experienced a sudden engine stoppage followed by a rapid loss of lift. The Flight Instructor immediately assumed control of the aircraft and assessed the surrounding terrain for a suitable emergency landing site. Observing an open sports field within the premises of a local school, and considering the densely built-up nature of the area, the FI opted to identify a field and execute a forced landing on the field. During the attempted landing, the aircraft collided with one of the school's building blocks, resulting in substantial damage to the aircraft and building. Both occupants escaped without injury.
TBU	26-10-2025	ZU-RAL	Kurumanheuwels in Danielskuil	Aerospatiale Industries	Operation of Non-Type Certificated Aircraft	NC	3	On Sunday, 26 October 2025 a pilot and two passengers on board a SE 3130 Alouette 2 helicopter with registration ZURAL was conducting a private flight from Elandsvlakte farm with the intention to land at Olifantshoek farm, both in Northern Cape 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 pilot was ferrying the aircraft from Elandsvlakte to Olifantshoek. The aircraft crashed in Kurumanheuwels in Danielskuil. The helicopter itself was substantially damaged because of the impact force, and the post-impact fire destroyed the aircraft. All 3 occupants on board were fatally injured.
TBU	03-10-2025	ZU-IAZ	Runway 20 of Morningstar Airfield	Sling Aircraft (Pty) Ltd	Aviation Training Organisations	WC	0	The student pilot stated that during the take-off roll on Runway 20, the aircraft encountered windshear, resulting in a loss of directional control. The aircraft veered off to the left side of the runway, and the nose gear bent. The damage was confined to the nose gear, and the student pilot was not injured.

TBU	04-10-2025	ZU-EGF	Left of the Highway West airfield runway	Jabiru Aircraft PTY (Ltd)	General Aviation and Operating Flight Rules	WC	0	The pilot stated that she misjudged the touchdown spot. During the landing roll, the aircraft could not stop before the end of the runway. The pilot turned left to avoid colliding with a fence. The aircraft stopped on thick grass on the left of the runway. The aircraft sustained substantial damage, and the occupants were not injured.
TBU	11-10-2025	ZS-RMN	Ultimate Helipad	Robinson Helicopter Company	Aviation Training Organisations	GP	0	According to the flight instructor (FI), during take-off and whilst transitioning into a lift-off from a bay near the hangar, the helicopter suddenly lost lift and impacted the bay surface hard. As a result, the landing skid gears splayed outward. The helicopter sustained damage to the skid gears and the tail rotor guard stinger. Neither the FI nor the student pilot sustained injuries during the incident sequence.
TBU	13-10-2025	ZS-PEN	Approximately 300m down the runway of Mkhambathi Aerodrome	Cessna Aircraft Company	General Aviation and Operating Flight Rules	EC	0	The pilot in command (PIC) description of the occurrence is as follows: While joining overhead the airfield at 1,000 feet (QNH 1018), I observed the wind to be coming from the north-east and elected to land on Runway 03. Overhead the field, I lowered the landing gear and extended the flaps to 10°. Once established on the downwind leg, I noted that the gear motor continued to operate for approximately 15 seconds after the landing gear was selected down. Shortly thereafter, the circuit breaker labelled "Gear" tripped. I maintained 1,000ft and flew a neutral circuit while assessing the situation. There was no green gear indication light confirming that the gear was down and locked. After approximately two minutes, I reset the "Gear" circuit breaker and selected Landing Gear Up. The gear retracted normally, and the indication confirmed "up and locked." I then selected Landing Gear Down again. The gear motor extended the landing gear but continued to run until the circuit breaker tripped for a second time. Suspecting a landing gear motor malfunction, I initiated the emergency landing gear extension procedure. Upon extension of the manual gear lever, I was unable to pump it as it felt stiff and immovable. I re-stowed and re-extended the lever for a second attempt, with the same result. There was still no green indication confirming the gear was down and locked. I communicated with ground personnel, who visually confirmed that all three-landing gear appeared to be fully extended and in the landing position. I then turned back to the airfield and conducted a short-field approach, aiming to touch down approximately 300m down the runway at the smoothest section. The main wheels touched down first, and I held the nose off as long as possible, applying maximum back pressure. Approximately two seconds after the nose wheel contacted the runway, I noted a sudden and pronounced dip of the aircraft's nose. I immediately moved the mixture lever to Idle Cut-Off. The aircraft came to a stop approximately 30m from the point of impact, during which the propeller struck the ground. The aircraft remained on the runway throughout the incident. Once stationary, I completed the shutdown checks, switched off the battery, moved the fuel selector to the OFF position, and evacuated the aircraft. Nobody was injured in the incident.

TBU	16-10-2025	ZU-FXH	Open field	Micro Aviation SA	Aviation Training Organisations	MP	0	The student pilot was engaged in a solo consolidation flight, flying circuits onto Runway 04. While on his sixth circuit, on final approach, the engine stopped, and he was unable to make it to the runway, so he executed a forced landing in an open field. During the landing roll, the nose gear impacted with an anthill, resulting in damage to the forward structure of the light aircraft.
TBU	17-10-2025	ZS-OAF	Runway 03L at FAOR	Boeing Aircraft Company	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	GP	0	According to available information, the approach controller at FAOR cleared FA249 for instrument landing (ILS) on Runway 03R. Whilst FA249 was approximately 5 nautical miles (nm) from touchdown, the approach controller asked the crew to reposition for a visual approach on Runway 03L; the crew complied with the instruction. Later, the crew were handed over to the tower controller on frequency 118.10-Megahertz (MHz) who cleared FA249 to land on Runway 03L. On final approach, the crew noted lights of what appeared to be an aircraft or vehicle on the holding point of Runway 03L. Later, the crew, after hearing transmissions from a Boeing 777-300ER aircraft operating as F-GZNJ (Air France) reporting their position on the holding point of Runway 03L, called for a go-around. The tower controller acknowledged the call, and the crew performed a normal go-around at approximately 500 feet (ft) above ground level (AGL) and returned for a normal landing on Runway 03L. The report from an aircraft accident investigation authorities in France – Bureau d'Enquêtes et d'Analyses (BEA), filed by the crew of F-GZNJ indicated that a Boeing 737-400 aircraft with registration ZS-OAF which was on final approach for Runway 03L at FAOR performed a go-around at about 100ft AGL, which was observed on their traffic collision avoidance system (TCAS) screen.

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Last date of update: 21 November 2025