

Aircraft Occurrence August 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	03-09-2025	ZS-WTA	Runway 29 Rand Airport	Morovan Aviation S.R.O.	Operation of Non-Type Certificated Aircraft	GP	0	The pilot reported that he taxied the aircraft to Runway 29; there were no anomalies with the aircraft. However, during the take-off run, the main landing gear collapsed. The aircraft skidded for several metres and came to rest on the edge of the runway and right of centreline.
TBU	03-09-2025	ZS-FHH	Lanseria International Airport (FALA)	Piper Aircraft Corp	Aviation Training Organisations	GP	0	The student pilot (SP) reported that he conducted three uneventful circuits and landings with his flight instructor (FI) on board from the active runway 07. The FI then disembarked to let the SP conduct two circuits for his solo circuit consolidation exercise. The SP stated that he took off from RWY 07 and followed the (Air Traffic Control) ATC instructions. During final approach, ATC cleared the SP for a touch and go landing and advised that the wind velocity had a tailwind component of approximately 9 knots. The SP applied 3 notches of flaps and maintained a final approach speed of 70 knots. During the flare he reduced power to idle, the aircraft landed hard and veered to the left side. The SP applied the opposite rudder to correct the left drift but lost ground directional control. The aircraft exited to the left of the runway. The nose landing gear collapsed, the propeller blades struck the ground and came to rest approximately fifteen metres to the left of the runway. The SP was not injured but the aircraft sustained damage to the nose landing gear and propeller blades during the landing sequence.
TBU	11-09-2025	ZS-OGP	Approximately 240 meters (m) on the airstrip	Air Tractor Inc	Aerial Work Operations	WC	0	The ZS-OGP aircraft was engaged in a crop-spraying flight (aerial application) at Eenboom Farm, Western Cape province, with the intention to land at the same farm. After completion of the first spray load, the aircraft returned to the gravel airstrip to reload the chemical application in preparation for the second spray run. The aircraft initially touched down with the main wheels, followed shortly by the tail wheel. However, during the landing roll, the pilot had difficulty maintaining directional control despite having applied the right-side rudder and brakes. The aircraft veered off to the left side of the runway and, subsequently, ground looped. The accident occurred approximately 240 metres (m) from the airstrip.
TBU	01-09-2025	ZU-DZH	Runway 05 at Leppan Farm Airstrip, approximately 14nm northeast of George Aerodrome (FAGG)	Kitfox Aircraft LLC	Operation of Non-Type Certificated Aircraft	WC	0	The pilot reported that he conducted an uneventful scenic flight and, thereafter, returned to land on Runway 05. The aircraft's approach was unstable and the aircraft touched down hard on the left of the grass-covered runway. The aircraft bounced and ground-looped counter-clockwise; both wing tips impacted the runway surface. The pilot and the passenger were not injured during the serious incident. The aircraft sustained damage to the wing tips, propeller, cowling and tail section.
TBU	15-09-2025	ZU-FSF	Herminie Farm, Hartswater	Shadow-Lite CC	Aviation Training Organisations	NC	0	The flight instructor (FI) and a student pilot took off from Herminie farm for circuit training. Following the completion of four circuit training with the flight instructor, the instructor got off the aircraft and the student pilot continued with the solo circuit training. The first solo circuit was uneventful, when the SP was doing her second landing, she decided to do a go around as she was not satisfied with approach.

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TBU	24-09-2025	ZU-CZI	North of Magaliesberg ridge	Magni Gyro	Aviation Training Organisations	NW	0	The flight instructor (FI) stated that en-route to FABA whilst overhead Magaliesberg area, the engine revolutions per minute (RPM) reduced, followed by an engine stoppage a few seconds later. The FI elected to execute a forced landing north of Magaliesberg ridge. The aircraft rested on its left side after the occurrence. The aircraft sustained damage to the undercarriage and the rotor blades. The FI and the SP were not injured.
TBU	22-09-2025	ZS-SJU	In Cruise, Flight Level 360.	The Boeing Company	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	WC	0	The cabin altitude warning activated during cruise at flight level (FL) 360 close to GRV. The flight deck crew checked bleed and pack switches for correct positions, and the oxygen masks were donned. The QRH checklist for Cabin Altitude Warnings was followed. The cabin altitude continued to rise and appeared uncontrollable. A descent to FL100 was requested from ATC and initiated. During descent, the cabin became controllable but the descent to FL100 continued due to cabin oxygen mask deployment above 14 000 feet. At FL100, checklist was completed. The in-charge flight attendant was called to the flight deck via physical attendant call for a briefing and cabin status update. The flight continued to FACT for approach on Runway 19 with the first officer as pilot flying. The approach speed on final approach was too high to configure correctly for landing, attributed to a high-stress environment. A missed approach was executed, followed by ATC vectors for another approach after which as a safe landing was achieved. The aircraft was not damaged, and all occupants were not injured.
TBU	25-09-2025	ZS-CMX	Taxiway Alpha at Hoedspruit Airport (FAHS)	Bombardier Incorporation	Air Transport Operations – Carriage on Aeroplanes of more than 19 Passengers or Cargo	MP	0	On Thursday, 25 September 2025 at approximately 1123Z, two pilots, two cabin crew and 45 passengers on-board a CL 600 aircraft with registration ZS-CMX took off on scheduled flight from Hoedspruit Airport (FAHS) in Mpumalanga province to O.R. Tambo International Airport (FAOR) in Gauteng province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 121 of the Civil Aviation Regulations (CAR) 2011 as amended. The tower air traffic control officer (ATCO) stated that she gave ZS-CMX a clearance to taxi on taxiway Alpha (A) and turn right into intersection Delta (D) for Runway 18 holding point. The crew stated in their report that during taxi, there were no boards indicating intersections D and C. As a result, they taxied past D and C. After passing intersection C, they stopped the aircraft, and they (crew) enquired about their position. The ATC responded that they cannot spot the aircraft from the tower which meant that they had taxied past intersection D and C. The ATC further stated that after passing intersection C, taxiway A becomes narrow. Because the ATC could not spot the aircraft, they advised the crew to use their discretion to turn around. The pilots attempted to make a right turn, but the aircraft got stuck between trees on both sides of the taxiway; the left-wing tip impacted one of the trees and sustained damage to the strobe light.



TBU	26-09-2025	ZU-TEL	Approximately 300 feet in the air	Savannah Aircraft Africa	Operation of Non-Type Certificated Aircraft	EC	0	On Friday 26 September 2025, at approximately 1000Z, a pilot and an observer were on board a Savannah aircraft, with registration ZU-TEL, for a proving flight. This was a local flight from Robertsvale private strip and back. The private strip is in the Eastern 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 stated that the aircraft was not registered yet and that it had flown 19 hours in total. They took off on Runway 12 and at approximately 300 feet in the air the engine started running rough. The aircraft was losing height, and the pilot chose an open field to the right to execute a precautionary landing. The aircraft reached the field, but the landing was not successful. The aircraft impacted a tree and came to stop. It sustained damage to the propeller and the undercarriage. The two occupants were not injured.
TBU	26-09-2025	ZS-LBS	Runway 24 of Rosebank private airstrip	Mooney Aircraft Corporation	General Aviation and Operating Flight Rules	NC	0	The pilot stated that upon arrival at the private strip, the wind was blowing northerly, and the windssock was horizontal to the ground. He elected to use Runway 24 and, after touching down, the left undercarriage collapsed due to aircraft crabbing to the left. The damage was limited to the left main gear; the occupants were not injured.

083 461 4887

aiidinbox@caa.co.za

Last date of update: 20 October 2025