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Aircraft Occurrence September 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
CA18/2/3/10680	08-09-2026	ZS-FNH	Approximately 601 metres (m) south-west of the threshold of Runway 17 at Grand Central Airport (FAGC)	Cessna 172 K	General Aviation and Operating Flight Rules	GP	0	On 8 September 2026, a Cessna 172K (ZS-FNH) departed Grand Central Airport (FAGC) on a VMC training flight for hour building and touch-and-go exercises. While on the crosswind leg for Runway 35, the crew declared a Mayday due to engine failure and attempted to return for an emergency landing. The aircraft was unable to reach the runway, crashed through a business park fence, impacted a stormwater channel near Old Pretoria Road, and overturned before coming to rest in a near-vertical nose-down position approximately 601 metres southwest of Runway 17. Both pilots sustained serious injuries, and the aircraft was destroyed.
CA18/2/3/10681	22-09-2026	ZS-EXP	Morningstar Airfield	Piper Cherokee PA-28-180	General Aviation and Operating Flight Rules	WC	0	he pilot stated that he conducted a pre-flight inspection of the aircraft prior to the flight, during which no anomalies were identified. The aircraft subsequently commenced the take-off roll. During the take-off, the pilot initiated the climb and subsequently rotated the aircraft before reaching the required rotation speed. Following the premature rotation, the aircraft subsequently became airborne but was unable to maintain the climb and consequently entered a stall. The aircraft descended and crashed on the side of the airstrip. The aircraft was destroyed during the accident sequence. First responders attended the accident site. The pilot, instructor and passenger were escorted to a nearby local hospital for further medical examination. The medical examination revealed that the pilot was unharmed, while the instructor and passenger sustained minor injuries.

CA18/2/3/10682	29-09-2026	ZS-HJP	On uneven, hard, rocky terrain 26°23'58.08"S, 027°29'46.62"E	Robinson R44	Commercial Helicopter Operations: Passengers, Cargo and Mail	GP	0	At approximately 0530Z on 29 September 2026, a pilot and two passengers departed the Sibanye Stillwater Mine protection service helipad at Driefontein, Carletonville, in Robinson R44 Raven II ZS-HJP for a daylight VMC security patrol under Part 127, intending to return to the same helipad. While manoeuvring at approximately 200 ft AGL during surveillance of illegal miners, the helicopter settled with power and rapidly lost height because the power required to recover exceeded the power available. The pilot-initiated autorotation, but the helicopter contacted uneven, rocky ground and rolled aerodynamically to the left. The occupants were not injured, and the helicopter sustained substantial damage.
CA18/3/2/1570	08-09-2026	ZS-SVE	On the taxiway parallel to Runway 10 at Mossel Bay Airfield	PA28-28-161	Aviation Training Organisations	WC	0	On 8 September 2026, a Piper PA-28-161 Cherokee Warrior (ZS-SVE) departed George Airport on a training flight with a flight instructor and two student pilots. After successfully completing simulated emergency landing exercises in the Boggoms Bay training area, the crew experienced a partial loss of engine power while commencing steep turn exercises at approximately 1 500 feet. Engine speed decreased from about 2 400 rpm to 2 000 rpm and did not respond to troubleshooting or throttle inputs. The flight instructor assumed control and elected to divert to the nearest suitable airfield, Mossel Bay Airfield (FAMO). After broadcasting a precautionary advisory to local traffic, the aircraft proceeded safely to FAMO, where it landed on the parallel taxiway due to runway maintenance. The landing was completed without injury to the occupants or damage to the aircraft.

CA18/3/2/1571	16-09-2026	ZU-STA	Virginia Aerodrome (FAVG)	Sling 2	Aviation Training Organisations	KZN	0	The safety officer (SO) at the aviation training organization (ATO) stated that in the morning, the SP flew circuits under supervision of a flight instructor (FI) during which four uneventful touch and go landing exercises were conducted. Later the FI disembarked the aircraft and allowed the SP to continue with the exercise on his own (solo consolidation). The SP taxied the aircraft to the threshold of Runway 05 and took off. The SP completed a circuit and during the landing on Runway 05, the aircraft bounced and landed first on the nose wheel. Consequently, the nose gear collapsed, and the propeller struck the runway surface. The aircraft skidded on the engine lower cowling and came to rest on the runway. The air traffic controller (ATC) activated the crash alarm and the aerodrome rescue and firefighting team swiftly responded to the scene. The aircraft sustained minor damage, and the SP disembarked the aircraft unharmed.
CA18/3/2/1572	19-09-2026	ZS-ANA	Groutville Airfield	U206G	General Aviation and Operating Flight Rules	KZN	0	The pilot stated that he conducted a pre-flight inspection, during which no anomalies were identified. The flight to Groutville Airstrip was uneventful. During the final approach to land, the pilot observed a person standing on the airstrip and signaling that there was a puddle on the airstrip. The pilot subsequently initiated a go-around. During the initial climb, the engine lost power. Due to the low altitude and insufficient height to conduct troubleshooting, the pilot elected to land the aircraft. The aircraft landed approximately 15 meters short of the airstrip, during which the propeller struck the ground. The nose landing gear and pod sustained damage. The pilot and passengers evacuated the aircraft without injury.

CA18/3/2/1573	22-09-2026	ZU-STB	Runway 05 at FAVG	Sling 2	Aviation Training Organisations	KZN	0	The student pilot (SP) stated that a pre-flight inspection was conducted prior to departure, during which no anomalies were identified. The SP then departed from FAVG to conduct solo flight training in the General Flying Area (GFA). Upon returning to FAVG, the SP joined the circuit to conduct circuit exercises. The first touch-and-go was completed uneventfully. During the second touch-and-go, the aircraft bounced during the landing. The SP stated that she experienced difficulty with the aircraft trim and attempted to correct the trim condition; however, she was unsuccessful in regaining the desired aircraft attitude. The SP subsequently attempted to land on Runway 05. During the landing roll on Runway 05, the aircraft bounced again, after which the nose landing gear collapsed. Following the collapse of the nose landing gear, the propeller contacted the runway surface, resulting in damage to the nose landing gear and propeller. The SP exited the aircraft unaided and was not injured.
CA18/3/2/1574	28-09-2026	ZS-HAE	On a bushy area near Ephraim Mogale Municipality, 24°53'50.9"S, 029°26'40.7"E	Robinson R44	General Aviation and Operating Flight Rules	LP	0	At approximately 0815Z on 28 September 2026, the sole pilot of Robinson R44 Raven II ZS-HAE departed a private residence in Ga-Phaahla, Limpopo, for Ultimate Heliport, Midrand, on a daylight VMC private flight conducted under Part 91. At approximately 0830Z, 15 minutes after take-off, decreasing engine oil pressure and rising engine temperature prompted the pilot to make a successful precautionary forced landing without further damage. An AMO engineer arrived at approximately 1130Z, inspected the helicopter and recommended replacing the oil pressure sensor. A ground run showed no abnormalities, after which the pilot and engineer departed in their respective helicopters. At approximately 1150Z, five minutes after take-off, the indications recurred. The pilot reduced speed observed decreasing rotor RPM and, while rapidly losing height over densely wooded terrain, landed in a confined area among

								trees. The tail rotor struck tree branches, damaging the blade tips. The pilot was uninjured. The helicopter was recovered to an AMO at Wonderboom Airport. Post incident inspection found no engine or system anomalies but established that approximately three-quarters of the fuel added before the return flight was the incorrect type, Jet A-1.
CA18/3/2/1575	29-09-2026	ZU-FVU	On an uneven surface with vegetation on the left-hand side of runway 12 at FAPG	Jabiru J230	Operation of Non-Type Certificated Aircraft	WC	0	At approximately 1010Z on 29 September 2026, the sole pilot of Jabiru J230 ZU-FUV departed George Aerodrome for Plettenberg Aerodrome on a daylight VMC private ferry flight under Part 94. Following an annual maintenance inspection, the pilot made a stable approach to Runway 12 at the unmanned aerodrome. During the landing roll, he lost directional control and veered left into a grassed area. The nose landing gear bent rearwards, causing the propeller to strike the ground. The pilot was uninjured. The nose landing gear and propeller were damaged.

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