

**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10197						
<b>Classification</b>	Accident	<b>Date</b>	25 July 2022		<b>Time</b>	0810Z	
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
Place of Departure	Morningstar Aerodrome, Western Cape Province		Place of Intended Landing	Morningstar Aerodrome, Western Cape Province			
Place of Occurrence	Grass area on the left-side of Runway 20 at Morningstar Aerodrome, Western Cape						
GPS Co-ordinates	Latitude	33° 45' 44" S	Longitude	018° 32' 54" E	Elevation	2001ft	
<b>Aircraft Information</b>							
Registration	ZU-FNN						
Make; Model; S/N	Sling 2 (Serial Number: 028)						
Damage to Aircraft	Substantial		Total Aircraft Hours	6 764.0			
<b>Pilot-in-command</b>							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	57
Licence Valid	Yes	Total Hours	52		Total Hours on Type	21.5	
Total Hours 30 Days	2.3		Total Flying on Type Past 90 Days	21.5			
<b>People On-board</b>	1 + 1	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On 25 July 2022 at approximately 0810Z, a pilot and a passenger on-board a Sling 2 aircraft with registration ZU-FNN took off on a private flight from Morning Star Aerodrome in Cape Town, Western Cape province, with the intention to land back at the same aerodrome. Visual meteorological conditions (VMC) by day prevailed at the time of the flight. The flight was conducted under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The pilot stated that upon their return to Morning Star Aerodrome, the aircraft was correctly configured for landing on Runway 20 (RWY 20). The approach speed was 74 knots indicated airspeed (KIAS). During short finals whilst at 100 feet (ft) above ground level (AGL), the aircraft experienced a wind shear after flying over the trees which are located before the threshold of Runway 20. This caused the aircraft to veer off to the right-side of the extended centreline. To re-align the aircraft to the centreline, the pilot initiated aileron and rudder inputs.</p> <p>Upon touchdown, the aircraft bounced twice and the pilot lost control in the process. The aircraft veered off to the right-side of Runway 20 and onto the soft sand. The nose wheel sunk into the soft sand and the propeller hit the ground. Furthermore, the nose gear strut collapsed from overload</p>							

before it came to a stop in a nose-down attitude. The aircraft was substantially damaged; however, no person was injured during the accident sequence.



**Figure1:** The aircraft at the accident site. (Source: Owner)

- The weather information below was obtained from the South African Weather Service (SAWS) for Cape Town International Airport (FACT) weather station on 25 July 2022 at 0810Z. FACT is the closest weather station to Morning Star Aerodrome.

Wind Direction	Variable	Wind Speed	02kts	Visibility	9999m
Temperature	14°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	07°C	QNH	1023hPa		

- The weather information below was obtained from the pilot questionnaire for Morning Star Aerodrome, Western Cape Province, for 25 July 2022 at 0810Z.

Wind Direction	80°	Wind Speed	5kts	Visibility	9999m
Temperature	11°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	-	QNH	1030hPa		

<b>Findings</b>
<ul style="list-style-type: none"> <li>• The pilot was issued a Private Pilot Licence (PPL) on 20 June 2022 with an expiry date of 31 May 2023. His Class 2 medical certificate was issued on 30 March 2022 with an expiry date of 30 March 2023 with no restrictions.</li> <li>• The last mandatory periodic inspection (MPI) prior to the accident flight was carried out on 24 June 2022 at 6 675.50 hours. The aircraft was issued a Certificate of Release to Service (CRS) on 24 June 2022 with an expiry date of 24 June 2023 or at 6 775.50 hours, whichever occurs first. The aircraft had 11.5 hours remaining before the next MPI.</li> <li>• The pilot had a total of 52 hours flying experience on the aircraft type.</li> <li>• The Sling 2 Pilot's Operating Handbook (POH) recommends 72 knots for the best glide for approach speed. This meant that the pilot was 2 knots above the recommended approach speed as the aircraft was kept at 74 knots indicated airspeed (KIAS) during the approach for landing.</li> </ul>
<b>Probable Cause</b>
The aircraft was unstable on approach which led to a hard landing and a couple of bounces. As a result, the pilot lost control and the aircraft veered off to the left-side of the runway. The nose gear failed before the aircraft came to a stop.
<b>Contributing Factor(s)</b>
None.
<b>Safety Action(s)</b>
None.
<b>Safety Message and/or Safety Recommendation/s</b>
None.
<b>About this Report</b>
<p><i>The decision to conduct a limited investigation is based on factors, including whether the cause is known and the evidence supporting the cause is clear, the level of safety benefit likely to be obtained from an investigation and that will determine the scope of an investigation. For this occurrence, a limited investigation has been conducted, and the Accident and Incident Investigations Division (AIID) has relied on the information submitted by the affected person/s and organisation/s to compile this limited report. The report has been compiled using information supplied in the initial notification, as well as from follow-up desk top enquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well as possible safety action/s that the industry might want to consider in preventing a recurrence of a similar occurrence.</i></p> <p><i>All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.</i></p>
<b>Purpose</b>
<i>In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011 and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and not to apportion blame or liability.</i>
<b>Disclaimer</b>
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

**This report is issued by:**

**Accident and Incident Investigations Division  
South African Civil Aviation Authority  
Republic of South Africa**