

**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10385						
<b>Classification</b>	Accident	<b>Date</b>	06 November 2023		<b>Time</b>	0941Z	
<b>Type of Operation</b>	Training (Part 141)						
<b>Location</b>							
<b>Place of Departure</b>	Port Elizabeth International Airport (FAPE), Eastern Cape Province		<b>Place of Intended Landing</b>		Port Elizabeth International Airport (FAPE), Eastern Cape Province		
<b>Place of Occurrence</b>	Runway 26 at Port Elizabeth International Airport (FAPE)						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	33°59'18.22"S	<b>Longitude</b>	25°36'37.71"E	<b>Elevation</b>	172.8 ft	
<b>Aircraft Information</b>							
<b>Registration</b>	ZU-IAE						
<b>Make; Model; S/N</b>	Sling II (Serial Number: 143)						
<b>Damage to Aircraft</b>	Substantial			<b>Total Aircraft Hours</b>	7734.9		
<b>Pilot-in-command</b>							
<b>Licence Type</b>	Student Pilot Licence (SPL)		<b>Gender</b>	Male		<b>Age</b>	22
<b>Licence Valid</b>	Yes	<b>Total Hours</b>	23		<b>Total Hours on Type</b>	23	
<b>Total Hours 30 Days</b>	1.5		<b>Total Flying on Type Past 90 Days</b>		23		
<b>People On-board</b>	1+0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Monday morning, 6 November 2023, an instructor and a student pilot on-board a Sling II with registration ZU-IAE were engaged in circuit training at Port Elizabeth International Airport (FAPE), Eastern Cape province, when the accident occurred. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>The student pilot reported that he first flew with the instructor and used Runway (RWY) 26 for the circuits. They completed four uneventful touch-and-go landing exercises. The flight instructor was satisfied with the student pilot's performance and, thereafter, made a full stop landing. Thereafter, the instructor disembarked from the aircraft and allowed the student pilot to conduct more exercises on his own. The student pilot performed three uneventful touch-and-go landings. Whilst on the fourth circuit during an attempt to land on RWY 26 at a speed of approximately 78 knots, the flight instructor observed the aircraft bounce before it impacted the runway surface with the nose wheel. As a result, the nose gear strut bent backwards, and the propeller struck the ground. The aircraft skidded on its lower engine cowling before it rested on the runway. The aircraft sustained substantial damage to the nose wheel and propellers; the student pilot was not harmed.</p>							



**Figure 1:** The aircraft after it stopped on the runway. (Source: Operator)



**Figure 2:** All propeller blades were damaged, and the nose wheel bent backwards. (Source: Operator)

Meteorological Aerodrome Report (METAR)

Station: FAPE

FAPE 060930Z 14006KT 100V180 9999 FEW025 BKN035 22/15 Q1011 NOSIG=

FAPE 061000Z 16006KT 110V200 9999 FEW025 OVC035 21/14 Q1011 NOSIG=

Wind Direction	160°	Wind Speed	06 knots	Visibility	9999 m
Temperature	21°C	Cloud Cover	FEW	Cloud Base	2500 ft
Dew Point	14°C	QNH	1011		

**Figure 3:** METAR for FAPE on the day of the accident. (Source: SAWS)

#### **4.8.2 Approach**

1. Airspeed ..... 70 – 75 KIAS
2. Flaps ..... FULL ON FINAL
3. Trim ..... AS REQUIRED
4. Throttle ..... AS REQUIRED<sup>(a)</sup> *(NOT BELOW 3000 RPM)*

**Figure 4:** Approach speed. (Source: Sling Pilot's Operating Handbook)

#### **4.8.3 Normal Landing**

1. Airspeed @50 ft ..... 65 KIAS
2. Power ..... IDLE IN GROUND EFFECT
3. Flare ..... TO MINIMUM FLIGHT SPEED
4. Touchdown ..... MAINS FIRST *(HOLD NOSE WHEEL OFF)*
5. Brakes..... APPLY AS NEEDED

**Figure 5:** Indicated airspeed for landing at 50ft. (Source: Sling Pilot Operating Handbook)

### **Findings**

1. The instructor was issued a Commercial Pilot Licence (CPL) on 9 September 2023 with an expiry date of 30 September 2024.
2. The instructor's Class 1 medical certificate was issued on 27 June 2023 with an expiry date of 30 June 2024 with no limitations.
3. The student pilot was issued a Student Pilot Licence (SPL) on 15 May 2023 with an expiry date of 14 May 2024. He conducted his solo flight at 16.3 hours.

4. The student pilot's Class 2 medical certificate was issued on 18 April 2023 with an expiry date of 30 April 2028 with no limitations.
5. The aircraft's last annual inspection was conducted on 31 October 2023 at 7734.9 Hobbs hours, after which a Certificate of Release to Service (CRS) was issued with an expiry date of 30 October 2024 or at 7834.9 Hobbs hours, whichever comes first.
6. The Authority to Fly (ATF) was originally issued on 14 July 2015. The renewed ATF was issued on 20 July 2023 with an expiry date of 31 July 2024.
7. The Certificate of Registration (C of R) was issued to the present owner on 29 May 2018.
8. The student pilot stated that the speed was 78 knots during landing, which was higher than the 65 knots for normal landing as per the Sling POH.
9. Official METAR was provided by South African Weather Service for FAPE; the weather did not contribute to this incident.

**Probable Cause(s)**

The student pilot lost control of the aircraft whilst attempting to land at a higher-than-normal approach speed.

**Contributing Factor(s)**

Lack of experience.

**Safety Action(s)**

None.

**Safety Message**

To avoid injury or damage to property, pilots are advised to be vigilant at critical phases of flight such as take-offs and landings.

**About this Report**

*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.*

*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.*

**Purpose**

*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.*

**Disclaimer**

*This report is produced without prejudice to the rights of the AIID, which are reserved.*

**This report is issued by:  
Accident and Incident Investigations Division  
South African Civil Aviation Authority  
Republic of South Africa**