



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

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|--|---|------------------|-----------------------------------|---|---------------------|--------------------------|-------|
| Reference Number | CA18/2/3/10597 | | | | | | |
| Classification | Accident | | Date | 22 August 2025 | | Time | 1315Z |
| Type of Operation | Training (Part 141) | | | | | | |
| Location | | | | | | | |
| Place of Departure | Morningstar Airfield, Western Cape Province | | Place of Intended Landing | Morningstar Airfield, Western Cape Province | | | |
| Place of Occurrence | Runway 35 at Altona Airfield, Western Cape Province | | | | | | |
| GPS Co-ordinates | Latitude | 33° 42' 33.00" S | Longitude | 18° 38' 44.43" E | Elevation | 261 feet | |
| Aircraft Information | | | | | | | |
| Registration | ZU-MGB | | | | | | |
| Make; Model; S/N | Sling 2 (Serial Number: 101) | | | | | | |
| Damage to Aircraft | Substantial | | Total Aircraft Hours | 8 795.70 | | | |
| Pilot-in-command | | | | | | | |
| Licence Type | Commercial Pilot Licence (CPL) | | Gender | Male | | Age | 28 |
| Licence Valid | Yes | Total Hours | 652.1 | | Total Hours on Type | 405 | |
| Total Hours 30 Days | 45.6 | | Total Flying on Type Past 90 Days | 140 | | | |
| People On-board | 1 + 1 | Injuries | 0 | Fatalities | 0 | Other (on ground) | 0 |
| What Happened | | | | | | | |
| <p>On Friday afternoon, 22 August 2025, a flight instructor (FI) and a student pilot (SP) on-board a Sling 2 aircraft registered ZU-MGB took off on a training flight from Morningstar Airfield in Western Cape province with the intention to return to the same airfield. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The FI stated that he conducted a pre-flight inspection of the aircraft and did not find anomalies. The aircraft technical documentation had no outstanding defects or deferred items. The aircraft had a total of 120 litres (L) of Avgas 100LL in the tanks. At approximately 1215Z, the FI, who was the pilot flying (PF), took off from Runway 02 and routed to Kalbaskraal in Swartland, Western Cape province, where he demonstrated simulated forced landing exercises. After the demonstration was complete, they routed north-west to Altona Airstrip in Klipheuwel, Cape Town, where the FI demonstrated a precautionary landing to the SP. After completing both the high- and low-level circuits, he established the aircraft for final approach Runway 35 and selected stage 3 flaps whilst approaching at a speed of approximately 75 knots (kts). After touchdown, he lost directional control of the aircraft, and it veered off to the left of the runway and onto the vegetation field, during which the spring loaded right main landing gear slid and twisted inward, causing the nose gear strut to break. As a result, the nose</p> | | | | | | | |

pitched down, and the propeller struck the soft ground. The aircraft stopped on the left side of the runway. After the accident, the FI turned off the fuel selector and master switch. The aircraft was substantially damaged; however, no person was injured.



Figure 1: The aircraft at the accident site; the yellow arrow indicates the direction of landing. (Source: Operator)

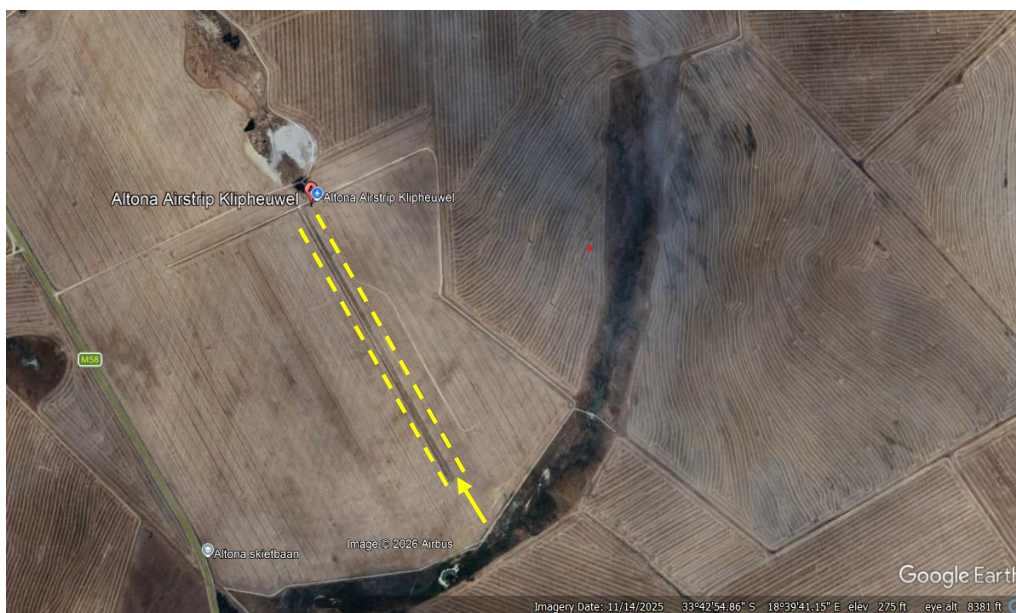


Figure 2: An aerial view of Altona Airstrip and the runway used. (Source: Google Earth)

Findings

1. The FI had a Commercial Pilot Licence (CPL) that was initially issued by the Regulator (SACAA) on 10 October 2019. The licence was renewed on 5 January 2024 with an expiry date of 31 December 2025.

2. The FI had a Class 1 aviation medical certificate that was issued on 19 October 2024 with an expiry date of 30 October 2025. The aircraft type was endorsed in the FI's licence.
3. The FI had a total of 652.1 hours of which 405 hours were accrued on the aircraft type.
4. The aircraft was issued an Authority-to-Fly Certificate (ATF) by the Regulator on 14 November 2025 with an expiry date of 13 November 2026.
5. The Certificate of Registration (C of R) was issued to the current owner on 28 May 2021.
6. The last 100-hour annual inspection of the aircraft was certified on 18 August 2025 at 18 787.2 total airframe hours. The Certificate of Release to Service (CRS) was issued on 19 August 2025 at 8787.2 total airframe hours with an expiry date of 15 January 2026 or at 8 887.2 total airframe hours, whichever comes first.
7. The aircraft maintenance organisation (AMO) which conducted the annual inspection had an AMO Certificate that was issued on 30 October 2024 with an expiry date of 31 October 2025.
8. The operator had an Approved Training Organisation (ATO) Certificate that was issued by the Regulator on 31 March 2021 with an expiry date of 31 March 2026.
9. Clear weather conditions prevailed at the time of the flight; the weather did not contribute to the accident.

Probable Cause(s)

It is possible that the aircraft was unstable during approach for landing which resulted in the aircraft landing too fast; subsequently, the flight instructor lost directional control of the aircraft.

Contributing Factor(s)

None.

Safety Action(s)

None.

Safety Message and/or Safety Recommendation/s

None.

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**