LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10603						
Classification	Accident	**Date**	3 September 2025		**Time**	0825Z	
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Lanseria International Airport (FALA), Gauteng Province	Place of Intended Landing	Lanseria International Airport (FALA), Gauteng Province				
Place of Occurrence	On the left side of Runway 07, Lanseria International Airport (FALA), Gauteng Province						
GPS Co-ordinates	Latitude	25°56´23''S	Longitude	027°55´32''E	Elevation	4 521 ft	
Aircraft Information							
Registration	ZS-FHH						
Make; Model; S/N	Piper; PA-28-140 Cherokee (Serial Number: 28-24010)						
Damage to Aircraft	Substantial	Total Aircraft Hours	7 677.55				
Pilot-in-command							
Licence Type	Student Pilot Licence (SPL)	Gender	Male	Age	25		
Licence Valid	Yes	Total Hours	28.6	Total Hours on Type	28.6		
Total Hours 30 Days	7.8	Total Flying on Type Past 90 Days	28.6				
People On-board	1+0	**Injuries**	0	**Fatalities**	0	**Other (on ground)**	0

What Happened

On Wednesday morning, 3 September 2025, a student pilot (SP) on-board a Piper PA-28 Cherokee aircraft registered ZS-FHH was engaged in a training flight from Lanseria International Airport (FALA), Gauteng province, with the intention to land back at the same airport. Visual meteorological conditions (VMC) 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.

The SP stated that he took off from Runway 07 with his flight instructor (FI) on-board and conducted three uneventful touch-and-go landings, followed by a full-stop landing. The FI was satisfied with the exercise training and, thereafter, disembarked from the aircraft to allow the SP to conduct two more touch-and-go landing exercises. At approximately 0815Z, the aircraft took off again from Runway 07 with the engine power set at 2 300 revolutions per minute (RPM). The SP flew the right-side circuit pattern as instructed by the air traffic control officer (ATCO) on duty whilst communicating using tower frequency 124.00-Megahertz (MHz). During the downwind leg, the SP performed the downwind checks and selected the first notch of flaps whilst maintaining a speed of 85 knots (kts).

The ATCO instructed the SP to report when ready for base leg, which the SP acknowledged. Later, the SP communicated to the ATCO that he was ready for base leg. A few minutes later, the ATCO cleared the SP for final Runway 07. Whilst on base leg, the SP selected the flaps to two notches and maintained a speed of 75 kts. After turning finals for Runway 07, the SP was cleared to execute the first touch-and-go landing. During final approach, the SP selected the flaps to three notches and maintained a speed of 70 kts. The aircraft touched down normally on Runway 07; however, during the landing roll, the aircraft veered off to the left of the centre line. The SP tried to recover by applying the right rudder but was unsuccessful. The aircraft continued to veer off to the left and, subsequently, exited the runway surface during which the nose landing gear strut collapsed. The propeller struck the ground, and aircraft came to a stop on the grass area approximately 15 metres (m) to the left of the runway edge. The ATCO alerted the airport Aircraft Rescue and Firefighting (ARFF) team who swiftly responded to the scene. The aircraft was substantially damaged. The SP was not injured; he disembarked from the aircraft without assistance.

The accident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 25°56´23'' South 027°55´32'' East, at an elevation of 4 521ft.

Figure 1: The aircraft after it had come to rest. (Source: FALA ARFF)

Meteorological Information

The weather information in the table below was obtained from the SP who supplied it using the South African Civil Aviation pilot questionnaire form number CA 12-0 3.

Wind Direction	280°	Wind Speed	8kts	Visibility	9999m
Temperature	28°C	Cloud Cover	CAVOK	Cloud Base	Nil
Dew Point	2°C	QNH	1029 hPa		

Findings

1. Personnel Information

1.1. The student pilot (SP) had a Student Pilot Licence (SPL) that was initially issued by the Regulator (SACAA) on 18 May 2025 with an expiry date of 17 May 2026. The SP had flown a total of 28.6 hours on the subject aircraft type.

1.2. The SP had a Class 2 aviation medical certificate that was issued on 31 May 2025 with an expiry date of 31 July 2030. No restrictions were listed on the SP's medical certificate.

2. Aircraft Information

2.1. The aircraft was maintained by a SACAA-approved aircraft maintenance organisation (AMO). The AMO had an AMO Certificate that was issued on 5 May 2025 with an expiry date of 30 April 2026.

2.2. The latest maintenance inspection of the aircraft was certified on 4 August 2025 at 7 582.2 total airframe hours. The aircraft has flown a further 95.35 hours since the mentioned maintenance inspection.

2.3. The aircraft Certificate of Release to Service (CRS) was issued on 4 August 2025 with an expiry date of 3 August 2026 or at 7 682.1 airframe hours, whichever occurs first.

2.4. The aircraft had a valid Certificate of Airworthiness (C of A) that was initially issued on 22 July 1968. The latest C of A had an expiry date of 31 July 2026.

2.5. The aircraft Certificate of Registration (C of R) was issued to the present owner on 12 April 2023.

3. Approved Training Organisation (ATO)

3.1 The ATO had a valid ATO Certificate that was issued by the Regulator (SACAA) on 23 February 2024 with an expiry date of 28 February 2029.

Probable Cause(s)

The aircraft was likely unstable during final approach which resulted in the SP losing directional control during the landing roll.

Contributing Factor(s)

Lack of experience.

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

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This report is issued by:

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