



**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

<b>Reference Number</b>	CA18/2/3/10612						
<b>Classification</b>	Accident	<b>Date</b>	5 November 2025		<b>Time</b>	1332Z	
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
Place of Departure	Mapungubwe National Park Airstrip, Limpopo Province			Place of Intended Landing	Mapungubwe National Park Airstrip, Limpopo Province		
Place of Occurrence	On a field approximately 150 metres (m) from the threshold of Runway 36 at Mapungubwe National Park, Limpopo Province						
GPS Co-ordinates	Latitude	22°12'30.26" S	Longitude	029°18'0.76" E	Elevation	1 699 feet	
<b>Aircraft Information</b>							
Registration	ZU-IZD						
Make; Model; S/N	Bat Hawk R (Serial Number: 0118)						
Damage to Aircraft	Substantial			Total Aircraft Hours	78.5		
<b>Pilot-in-command</b>							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	62
Licence Valid	Yes	Total Hours	1 090.05		Total Hours on Type	18.2	
Total Hours 30 Days	1.2		Total Flying on Type Past 90 Days	18.2			
<b>People On-board</b>	1 + 1	<b>Injuries</b>	2	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Wednesday afternoon, 5 November 2025, a pilot and a passenger on-board a Bat Hawk R aircraft registered ZU-IZD were engaged in a surveillance flight from Mapungubwe National Park Airstrip in Limpopo province with the intention to land at the same airstrip when the accident occurred. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The pilot stated that the aircraft was refuelled to capacity with 100 litres (9L) of Unleaded 95 Octane fuel during pre-flight inspection. At approximately 1225Z, the pilot started the engine and took off in a westerly direction to conduct game surveillance overhead Mapungubwe National Park. After one hour, the aircraft returned to the airstrip for a full-stop landing. According to the pilot, the engine indications were normal with a positive fuel flow; he completed the unmanned joining procedure before committing land. The windsock indicated the absence of wind at the time. The pilot proceeded to downwind leg as well as completed the required checks. The aircraft's speed was between 55-60 knots (kts), and the flaps were set to first stage.</p>							

During final approach for landing and whilst approximately 100 feet (ft) above ground level (AGL), the pilot noticed a drop in the aircraft's left-wing, and he recovered the aircraft to the wing-level position. Shortly afterwards, the left-wing dropped again. He then applied full power, pulled aft on the control column, as well as applied full right rudder. Subsequently, the aircraft stalled and impacted the ground approximately 150 metres (m) from the threshold of Runway 36. The aircraft was substantially damaged. Both occupants sustained serious injuries and were airlifted to a nearby hospital for medical attention.

The accident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 22°12'30.26" South 029° 18'0.76" East, at an elevation of 1 699 ft.



**Figure 1:** An aerial view of the approximate accident site (yellow pin). (Source: Google Earth)



**Figure 2:** The aircraft at the accident site.



**Figure 3:** Rear view of the aircraft.



**Figure 4:** The windssock around the time of the accident; it indicated the absence of wind.

#### Meteorological Information

The following meteorological aerodrome report (METAR) was issued by the South African Weather Service (SAWS) for Polokwane International Airport (FAPP) on 5 November 2025 at 1300Z. The accident site is 103 nautical miles (nm) to the north of FAPP. It is likely that the weather at Mapungubwe (area) was different to the one presented in the table below. The windssock indicated the absence of wind.

**METAR 051300Z 10006KT 9999 -RA SCT012 BKN080 19/17 Q1024 NOSIG**

Wind Direction	100°	Wind Speed	6kt	Visibility	9999 m
Temperature	19°C	Cloud Cover	BKN	Cloud Base	8000ft
Dew Point	17°C	QNH	1024hPa		

#### Findings

1. Pilot information
  - 1.1 The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 9 April 1996. The licence was renewed on 2 February 2024 with an expiry date of 31 January 2026.

- 1.2 The pilot had a Class 2 aviation medical certificate that was issued on 21 January 2025 with an expiry date of 31 January 2026. He had a restriction to correct his defective near vision (VLN).
2. Aircraft
- 2.1 The last maintenance inspection of the aircraft was conducted and certified on 25 June 2025 at 71.5 airframe hours. The aircraft had accrued 7.0 hours after the said inspection.
- 2.2 The aircraft Certificate of Registration (C of R) was issued to the present owner on 1 September 2023.
- 2.3 The aircraft had a valid Authority-to-Fly (ATF) Certificate that was issued by the Regulator on 11 October 2023. The ATF was renewed on 17 July 2025 with an expiry date of 16 July 2026. The aircraft was airworthy when it was dispatched for the flight.
- 2.4 The aircraft Certificate of Release to Service (CRS) was issued on 26 June 2025 by an aircraft maintenance organisation (AMO). The CRS was valid until 25 June 2026 or at 171.5 airframe hours, whichever comes first.
- 2.5 The windsock at the airstrip indicated that there was no wind around the time of the accident.

**Probable Cause(s)**

The aircraft likely lost air speed during final approach and stalled; consequently, the pilot lost control which rendered ground impact inevitable.

**Contributing Factor(s)**

Poor airmanship.

**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 the 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.*

<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**