# LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

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| **Reference Number** | CA18/2/3/10615 | | | | | | |
| **Classification** | Accident | **Date** | 11 November 2025 | | **Time** | 1245Z | |
| **Type of Operation** | Training (Part 141) | | | | | | |
| **Location** | | | | | | | |
| Place of Departure | Springs Airfield (FASI), Gauteng Province | Place of Intended Landing | Springs Airfield (FASI), Gauteng Province | | | | |
| Place of Occurrence | Runway 03 at Springs Airfield (FASI), Gauteng Province | | | | | | |
| GPS Co-ordinates | Latitude | 26° 14' 58" S | Longitude | 28° 23' 54" E | Elevation | 5 340ft | |
| **Aircraft Information** | | | | | | | |
| Registration | ZS-ISI | | | | | | |
| Make; Model; S/N | Piper; PA-28-180 (Serial Number: 28-474) | | | | | | |
| Damage to Aircraft | Substantial | Total Aircraft Hours | 8 291.8 | | | | |
| **Pilot-in-command** | | | | | | | |
| Licence Type | Student Pilot Licence (SPL) | Gender | Female | Age | 20 | | |
| Licence Valid | Yes | Total Hours | 42.3 | Total Hours on Type | 42.3 | | |
| Total Hours 30 Days | 9.7 | Total Flying on Type Past 90 Days | 10.6 | | | | |
| **People On-board** | 1+0 | **Injuries** | 0 | **Fatalities** | 0 | **Other (on ground)** | 0 |

**What Happened**

On Tuesday afternoon, 11 November 2025, a flight instructor (FI) and a student pilot (SP) on-board a Piper PA-28-180 Cherokee aircraft registered ZS-ISI were conducting a training flight from Springs Airfield (FASI) in Gauteng province with the intention to land at the same airfield when the accident occurred. 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.

According to the FI, the aircraft fuel gauges indicated 48 US Gallons of Avgas LL100 in the tanks during the pre-flight inspection. The SP was the pilot flying (PF). At 1045Z, the SP opened the throttle to 2 500 revolutions per minute (RPM) and commenced with the take-off run from the asphalt-covered Runway 03. The SP stated that she conducted four uneventful touch-and-go landings and, after the fifth circuit, she performed a full-stop landing. The FI disembarked from the aircraft to allow the SP (SP) to proceed with her solo consolidation flight. According to the SP, good weather conditions prevailed at the time. The SP took off from Runway 03 and flew a circuit. During the final approach for landing on the same runway, the SP selected second stage flaps whilst maintaining a speed of approximately 85 miles per hour (mph).

During landing on Runway 03, the aircraft bounced and the SP lost control of the aircraft; it landed hard with the nosewheel first which resulted in the collapse of the nose gear strut. Consequently, the nose pitched down and the propeller struck the runway surface.

The aircraft came to a stop in the middle of the runway after which the SP switched off the fuel and master switch. The aircraft sustained damage to the nose gear strut, engine cowl (bottom section) and the propeller. The SP was not injured.


**Figure 1**: The yellow arrow indicates the landing direction. (Source: Google Earth)


**Figure 2**: The aircraft on the runway after the accident. (Source: Operator)

Approach and Landing Procedure (Source: Piper Cherokee PA-28-180 Pilot's Operating Handbook [POH])

*When on final approach, the airplane should be trimmed to an approach speed of about 76 miles per hour (MPH) indicated air speed (IAS) (66 KTS IAS) with extended flaps. The flaps can be lowered at speeds up to 115 MPH IAS (100 KTS IAS) if desired.*

The SP stated that the approach speed was approximately 85 mph with second stage flaps selected. The speed was 9 mph more than the recommended approach speed.

Bouncing During Touchdown (Source: FAA-aeroplane Flying Handbook, chapter 8)

*When the aeroplane contacts the ground with a sharp impact as the result of an improper attitude or an excessive rate of sink, it tends to bounce back into the air. When a bounce is severe, the safest procedure is to execute a go-around immediately. No attempt to salvage the landing should be made. Full power should be applied while simultaneously maintaining directional control and lowering the nose to a safe climb attitude. The go-around procedure should be continued even though the airplane may descend, and another bounce may be encountered. It would be extremely foolish to attempt a landing from a bad bounce since airspeed diminishes very rapidly in the nose-high attitude, and a stall may occur before a subsequent touchdown could be made.*

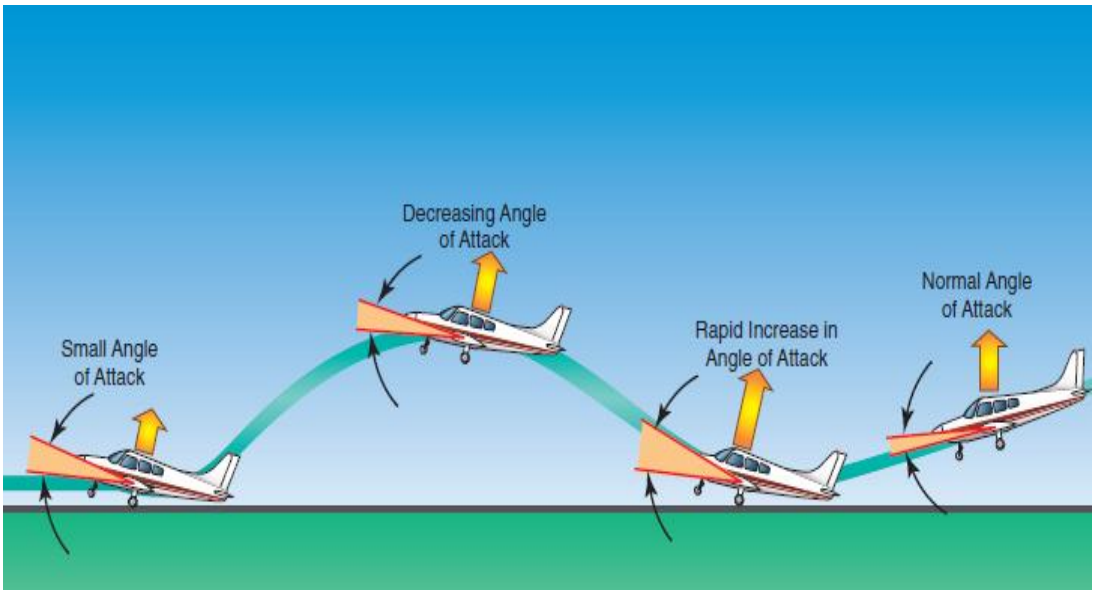


**Illustration 1**: A depiction of a bounce. (Source: FAA-Aeroplane Flying Handbook)

**Findings**

1. The student pilot (SP) had a Student Pilot Licence (SPL) that was initially issued on 22 January 2025 with an expiry date of 21 January 2026. The pilot's licence was valid at the time of the flight.

2. The SP had a Class 2 aviation medical certificate that was issued on 12 December 2024 with an expiry date of 31 December 2029. No restrictions were listed on the SP's medical certificate.

3. The SP had a total of 42.3 flying hours accumulated on the aircraft type. The aircraft type was endorsed on her licence.

4. The last mandatory periodic inspection (MPI) of the aircraft was conducted and certified on 15 October 2025 at 8 223.7 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 14 October 2026 or at 8 323.7 hours, whichever comes first. The aircraft had accrued 68.1 hours since the said inspection.

5. The aircraft had a Certificate of Airworthiness (C of A) that was initially issued by the Regulator on 9 October 2008. The latest C of A had an expiry date of 31 October 2026. The Certificate of Registration (C of R) was issued to the current owner on 19 October 2018.

6. The aircraft maintenance organisation (AMO) which conducted the MPI of the aircraft had an AMO Certificate that was issued by the Regulator on 27 February 2025 with an expiry date of 28 February 2026.

7. The training organisation was issued an Approved Training Organisation (ATO) Certificate by the Regulator on 10 June 2024 with an expiry date of 30 June 2029.

**Probable Cause(s)**

Unstable approach which resulted in the aircraft bouncing and landing hard with the nosewheel first.

**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**



**This report is issued by:**

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