



## LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

<b>Reference Number</b>		CA18/2/3/10616					
<b>Classification</b>	Accident	<b>Date</b>	14 November 2025		<b>Time</b>	0515Z	
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
<b>Place of Departure</b>	Platberg Private Farm Airstrip, Klerksdorp, North West Province			<b>Place of Intended Landing</b>	Platberg Private Farm Airstrip, Klerksdorp, North West Province		
<b>Place of Occurrence</b>	Platberg Private Farm						
<b>GPS Co-ordinates</b>	<b>Latitude</b>	26° 41' 01" S	<b>Longitude</b>	026° 39' 40" E	<b>Elevation</b>	4740 ft	
<b>Aircraft Information</b>							
<b>Registration</b>	ZU-JPD						
<b>Make; Model; S/N</b>	ICP; Savannah S (Serial Number: 0281)						
<b>Damage to Aircraft</b>	Substantial			<b>Total Aircraft Hours</b>	277		
<b>Pilot-in-command</b>							
<b>Licence Type</b>	Private Pilot Licence (PPL)		<b>Gender</b>	Male		<b>Age</b>	47
<b>Licence Valid</b>	Yes	<b>Total Hours</b>	2 200		<b>Total Hours on Type</b>	173	
<b>Total Hours 30 Days</b>	1.9		<b>Total Flying on Type Past 90 Days</b>			8	
<b>People On-board</b>	1+1	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Tuesday morning, 14 November 2025, a pilot and a passenger on-board an ICP Savannah S aircraft registered ZU-JPD took off on a private flight from Platberg Private Farm Airstrip in Klerksdorp, North West province, with the intention to return to the same airstrip. 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 reported that he conducted a pre-flight inspection of the aircraft with no abnormalities noted. Fine weather conditions prevailed at the time, and the aircraft had approximately 15 litres (L) of Aviation Gasoline (Avgas) low lead 100 (LL100) in the tanks. After take-off, the aircraft climbed to a height of 1 000 feet (ft) above ground level (AGL). About 5 minutes into the flight whilst overhead Platberg Farm which is situated approximately 11 nautical miles (nm) north of Klerksdorp Aerodrome (FAKD), the engine lost power and subsequently stopped. The pilot tried to restart the engine; however, it was in vain. The pilot surveyed the surrounding area and identified a field ahead of his flight path on which to conduct a forced landing. After touchdown, during the landing roll, the aircraft impacted the trees before it came to a stop. The aircraft sustained substantial damage to the flaperon, the nose landing gear and the wings. The pilot and the passenger were not injured.</p>							



Post-accident Inspection of the Engine

An approved person (AP) inspected the aircraft after the accident, and the following was observed:

- No anomalies were noticed on the Rotax 912 ULS engine as the crankshaft was turning freely.
- After opening the carburettors, a significant amount of water was noticed in the bowls.
- Fuel was drained from the tanks, and more water was found.

Record History of the Aircraft (Source: Flight folio)

According to the flight folio records, the aircraft was flown regularly. A record of two years was obtained from the operator to review the operational activities, such as flight duration and fuel upliftment.

- In 2024, 22 flights were conducted between 17 January and 15 December with a total of 10 airframe hours accrued.
- In 2025, 20 flights were conducted between 14 January and 13 November, with a total of 20 airframe hours accrued.

There were no records of fuel upliftment, and the pilot flying particulars were not noted in the flight folio.

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024												
Flights	1	1		1		1	1	2	4	1	4	6
Duration	0.7	0.3		0.9		0.5	0.6	1.1	1.5	0.6	2.3	2.2
Refueling	0	0	0	0	0	0	0	0	0	0	0	0
2025												
Flights	1	1	2		2	2	3	3	1	3	2	
Duration	0.4	0.3	0.6		1	2	2	2.3	0.7	3.1	1.9	
Refueling	0	0	0	0	0	0	0	0	0	0	0	

Flight Folio

According to the CARs 2011 Part 91 Subpart 91.03.5 and 91.03.6 (Source CARs 2011, Part 91)

**91.03.5 (1)** *The owner or operator of a South African-registered aircraft shall ensure that the aircraft carries a flight folio or any other similar document which meets the requirements of and contains the information as prescribed in Document SA-CATS 91, at all times.*

*(2) The flight folio shall be kept up-to-date and maintained in a legible manner by the PIC.*

*(3) All entries shall be made immediately upon completion of the occurrence to which they refer.*

*(4) In the case of maintenance being undertaken on the aircraft, the entry shall be certified by the person taking responsibility for the maintenance performed.*

*(5) The owner or operator shall retain the flight folio for a period of 5 years, calculated from the date of the last entry therein.*

## *Fuel Record*

**91.03.6 (1)** *The owner or operator shall maintain fuel records to enable the Director to ascertain that, for each flight under his or her control, the requirements of regulation 91.07.12 are complied with.*

*(2) The PIC of the aircraft shall enter the fuel and oil records referred to in subregulation (1) in the flight folio.*

*(3) The owner or operator shall maintain oil records to enable the Director to ascertain that trends for oil consumption are such that an aircraft has sufficient oil to complete each flight.*

## **Findings**

### Pilot

1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 17 September 2010. The licence was reissued on 28 March 2024 with an expiry date of 31 March 2026.
2. The pilot had a Class 2 aviation medical certificate that was issued on 1 November 2024 with an expiry date of 30 November 2026. The pilot had no restrictions listed on his medical certificate.
3. The pilot had a total of 2 200 hours of which 173 hours were accumulated on the aircraft type. The aircraft type was endorsed in his licence.
4. The pilot was medically fit and qualified to operate the aircraft at the time of the flight.

### Aircraft

5. The aircraft had an Authority-to-Fly (ATF) Certificate that was issued by the Regulator on 18 August 2025 with an expiry date of 31 July 2026.
6. The aircraft Certificate of Registration (C of R) was issued to the owner on 17 September 2017.
7. The aircraft's last 100-hour annual inspection was certified on 1 July 2025 at 267 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 30 June 2026 or at 367 airframe hours, whichever comes first.
8. Maintenance of the aircraft was conducted by an approved person (AP) who had a valid Approved Person Certificate that was issued by the Regulator on 26 September 2024 with an expiry date of 25 September 2026. The aircraft was endorsed in the AP's operational specifications.
9. The aircraft was serviceable with no defects noted on any of its technical documentation at the time of the flight, and it was operated within the required Regulatory framework.
10. Investigation revealed that there was water contamination in the fuel system and carburettor bowls which caused the engine to stop.

11. The pilot did not complete the flight folio according to regulatory requirements; therefore, this prevented verification of fuel management practices.

#### Environment

12. At the time of the flight, weather conditions were good with calm winds.

13. Fuel contamination occurred due to improper storage and handling in a portable container that was not checked before refuelling the aircraft.

#### **Probable Cause(s)**

Unsuccessful forced landing on a bushy terrain due to an in-flight engine stoppage caused by contaminated fuel.

#### **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 desktop 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**