



LIMITED OCCURRENCE INVESTIGATION REPORT

Reference Number	CA18/2/3/10618						
Classification	Accident		Date	22 November 2025		Time	0655Z
Type of Operation	Part 94						
Location							
Place of Departure	Margate Airport (FAMG), KwaZulu-Natal Province		Place of Intended Landing	Margate Airport (FAMG), KwaZulu-Natal Province			
Place of Occurrence	Mawatsheni, 10 nautical miles (nm) south of Port St. Johns						
GPS Co-ordinates	Latitude	31°43' 49.49" S	Longitude	029°23' 46.02" E	Elevation	770 ft	
Aircraft Information							
Registration	ZU-FNM						
Make; Model; S/N	Sling LSA (Serial Number: 023)						
Damage to Aircraft	Substantial			Total Aircraft Hours	2 790.25		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	49
Licence Valid	Yes	Total Hours	5621.9		Total Hours on Type	3554.1	
Total Hours 30 Days	7.5		Total Flying on Type Past 90 Days	9.3			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 22 November 2025, a pilot and a passenger on-board a Sling 2 aircraft with registration ZU-FNM departed on a private flight from Margate Airport (FAMG), KwaZulu-Natal province, with the intention to land at the same airport. 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>Initially, the aircraft took off from Umkomaas Airport to FAMG; the flight, which was uneventful, lasted 0.5 hours. Prior to departure from FAMG, the pilot stated that the aircraft had 65 litres of 95 Unleaded fuel (Mogas), and he uploaded an additional 10 litres which brought the total to 75 litres. The fuel that was uploaded was stored in the jerry cans. A siphon pipe, equipped with a filter to remove sediment from the fuel, was used during refuelling. The pilot further stated that he conducted a pre-flight inspection which included draining a fuel sample to visually check if there was fuel contamination. The visual inspection of the fuel samples did not indicate evidence of contamination. He then took off from Runway 05 and climbed to 750 feet (ft) above mean sea level (AMSL). During the cruise phase, the pilot initiated a climb to 1000 ft. However, approximately 10 seconds into the climb, the aircraft lost engine power. The pilot initiated a glide at 110 knots (kts) and executed a</p>							

forced landing on a bushy terrain in Mawatsheni, about 10 nautical miles (nm) south of Port St. Johns. The aircraft rested on top of the trees with full flaps. Both occupants were not injured. The aircraft sustained substantial damage to the propeller, empennage, engine, wings and fuselage.

The accident occurred at Mawatsheni at Global Positioning System (GPS) co-ordinates determined to be 31°43'49" South 29°23'46" East, at an elevation of 770 ft.



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



Figure 2: Aircraft in its resting position after the accident. (Source: Pilot)



Figure 3: Fuel contamination.

Examination of the Aircraft

Post-accident, the aircraft was examined by an approved person (AP). The examination revealed that both wing fuel tank caps were properly secured. There was an oil leak from the oil filter which was attributed to damage sustained during the impact sequence. The carburetor bowls were removed, and water and dirt contamination was found in them.

The engine could still be turned by hand; this indicated that there was no engine stoppage. The aircraft was fitted with a Rotax 912 ULS engine.

Findings

1. The pilot had a Private Pilot Licence (PPL) that was initially issued on 31 August 2012. The PPL was renewed on 27 August 2025 with an expiry date of 30 August 2027. The aircraft type was endorsed on the pilot's licence and logbook. The pilot had accumulated a total of 5621.9 hours.
2. The pilot had a Class 2 aviation medical certificate that was issued on 5 February 2025 with an expiry date of 28 February 2027 with no medical restrictions.
3. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was initially issued on 15 November 2019. The ATF was reissued on 14 November 2025 with an expiry date of 30 November 2026.
4. The Certificate of Registration (C of R) was issued to the current owner on 30 August 2019.
5. The last annual inspection of the aircraft was conducted on 11 October 2025 at 2787.35 hours.
6. The aircraft Certificate of Release to Service (CRS) was issued on 11 October 2025 at 2787.38 hours with an expiry date of 11 October 2026 or at 2887.38 hours, whichever comes first.
7. Fuel that was used to refuel the aircraft was stored in the jerry cans.
8. After the accident, the carburettor bowl was dismantled, and water and sediment were found in them.

Probable Cause(s)

Unsuccessful forced landing after the engine power loss.

Contributing Factor(s)

Fuel contamination.

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**