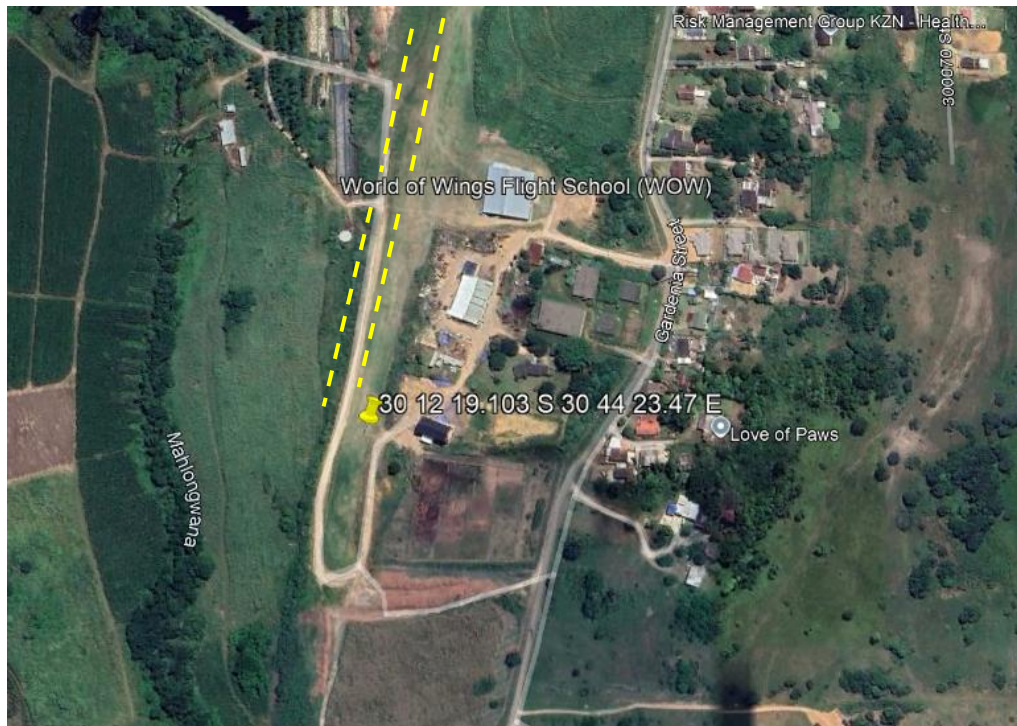




## LIMITED OCCURRENCE INVESTIGATION REPORT

<b>Reference Number</b>	CA18/2/3/10619						
<b>Classification</b>	Accident		<b>Date</b>	22 November 2025		<b>Time</b>	1115Z
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
Place of Departure	Umkomaas Airfield, KwaZulu-Natal Province		Place of Intended Landing		Umkomaas Airfield, KwaZulu-Natal Province		
Place of Occurrence	On Runway 04 at Umkomaas Airfield, KwaZulu-Natal Province						
GPS Co-ordinates	Latitude	30°12' 19.103" S	Longitude	30°44' 23.37" E	Elevation	689 ft	
<b>Aircraft Information</b>							
Registration	ZU-FYX						
Make; Model; S/N	Savannah S (Serial Number: 13-0154-0241)						
Damage to Aircraft	Substantial			Total Aircraft Hours	672.8		
<b>Pilot-in-command</b>							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	65
Licence Valid	Yes	Total Hours	672.8		Total Hours on Type	251.4	
Total Hours 30 Days	9.2		Total Flying on Type Past 90 Days		33		
<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 Saturday, 22 November 2025, a pilot and a passenger on-board a Savannah S aircraft with registration ZU-FYX took off on a private flight from Umkomaas Airfield, KwaZulu-Natal province, with the intention to land back at the same airfield. 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 he performed the pre-flight inspection of the aircraft and did not identify anomalies. The aircraft had a total of 100 litres (L) of Avgas LL100 in the tanks. The aircraft took off at approximately 1015Z and climbed to 1 000 feet (ft), routing north towards Durban harbour whilst travelling at a speed of approximately 85 miles per hour (mph). After 30 minutes of flight time, the aircraft returned to Umkomaas Airfield. Upon reaching the airfield, the pilot followed the traffic pattern for landing on Runway 04. During final approach (landing) into the wind, the pilot selected second notch flaps whilst maintaining a speed of 55 mph. He reported that just before touchdown, approximately 3 feet (ft) above the runway, he encountered a windshear which resulted in the aircraft losing air speed. As the pilot flared the aircraft, it stalled due to a loss of lift. The aircraft descended and landed hard with the nosewheel first; it sustained substantial damage to the nose gear strut, windshield and propeller blades. The pilot was not injured.</p>							

The accident occurred on Runway 04 at Umkomaas Airfield at Global Positioning System (GPS) coordinates determined to be 30°12'12.83" South 30°12'27.77" East, at an elevation of 693 ft.



**Figure 1:** An aerial view of the runway indicated by dotted yellow lines and the approximate accident site (yellow pin). (Source: Google Earth)



**Figure 2:** The aircraft parked in a hangar after it was recovered from the accident site. (Source: Pilot)



**Figure 3:** The damaged propeller blades and nose gear strut. (Source: Pilot)

### Findings

1. The pilot had a National Pilot Licence (NPL) that was initially issued by the Regulator (SACAA) on 27 September 2024. The NPL was renewed on 14 March 2025 with an expiry date of 13 March 2027. The aircraft type was endorsed on the pilot's licence. The pilot had accumulated a total of 251.4 hours on type.

2. The pilot had a Class 2 aviation medical certificate that was issued on 5 August 2025 with an expiry date of 31 August 2026 with no medical restrictions.
3. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was initially issued on 16 October 2019. The ATF was reissued on 30 May 2025 with an expiry date of 2 June 2026.
4. The Certificate of Registration (C of R) was issued to the current owner on 28 March 2025.
5. The last annual inspection of the aircraft was conducted on 25 April 2025 at 574.2 total airframe hours.
6. The aircraft Certificate of Release to Service (CRS) was issued on 24 April 2025 at 574.2 hours with an expiry date of 25 April 2026 or at 674.2 hours, whichever comes first.

**Probable Cause(s)**

The aircraft encountered a windshear just before touchdown on Runway 04, approximately 3m above the runway; consequently, it stalled due to a loss of lift and landed hard with the nosewheel first.

**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 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 produced without prejudice to the rights of the AIID, which are reserved.*

**This report is issued by:**

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