



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10624						
Classification	Accident		Date	13 December 2025		Time	1615Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Plettenberg Bay Airport (FAPG), Western Cape Province		Place of Intended Landing		Plettenberg Bay Airport (FAPG), Western Cape Province		
Place of Occurrence	On Runway 30, Plettenberg Bay Airport (FAPG), Western Cape Province						
GPS Co-ordinates	Latitude	34° 5'19.54"S	Longitude	23°20'4.19"E	Elevation	446 feet	
Aircraft Information							
Registration	ZU-BZC						
Make; Model; S/N	Windlass Aquilla (Serial Number: WA 812)						
Damage to Aircraft	Substantial		Total Aircraft Hours	1684			
Pilot-in-command							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	70
Licence Valid	Yes	Total Hours	680		Total Hours on Type	17	
Total Hours 30 Days	6.4		Total Flying on Type Past 90 Days	17			
People on board	1+0	Injuries	1	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 13 December 2025, a pilot on-board a Windlass Aquilla aircraft registered ZU-BZC was conducting a private flight from Plettenberg Bay Airport (FAPG) in Western Cape 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>After starting the engine, the pilot took off from the grass-covered Runway 30 at FAPG; the wind was blowing from a south-westerly direction at 5 knots (kts) at the time. The pilot flew a circuit and, during the approach for landing on Runway 30 with the aircraft approximately 20 feet (ft) above ground level (AGL), he noticed a sudden gust of wind from a south-westerly direction. As a result, he lost control of the aircraft whereafter it entered an uncontrolled descent upon which it impacted the runway hard with the nose wheel first. The aircraft came to a stop on the left side of the runway; it was substantially damaged. The pilot was seriously injured; he was transported to a hospital by road. After the accident, the airport personnel assisted in removing the aircraft from the runway.</p>							

Records at the South African Civil Aviation Authority (SACAA) showed that the pilot did not have a Windlass Aquilla endorsement on his licence.

The following weather report was issued by the South African Weather Service (SAWS) recorded at George Airport (FAGG) on 19 January 2026 at 1600Z. The accident site was 28.9 nautical miles (nm) from FAGG.

Wind Direction	225°	Wind Speed	5 kts	Visibility	10 000 m
Temperature	18°C	Cloud Cover	Few	Cloud Base	3500
Dew Point	10°C	QNH	1020		

Authority to Act as Pilot (Source: Civil Aviation Regulations [CAR])

- *CAR Part 62.01.2 (1) No person shall act as the pilot of an aircraft whilst in or over any part of the Republic or the territorial waters thereof unless such person—*
 - (a) *Holds a valid appropriate pilot licence and rating issued in terms of this part or part 61; or*
 - (b) *Holds a valid pilot licence and rating validated in terms of this part or part 61.*

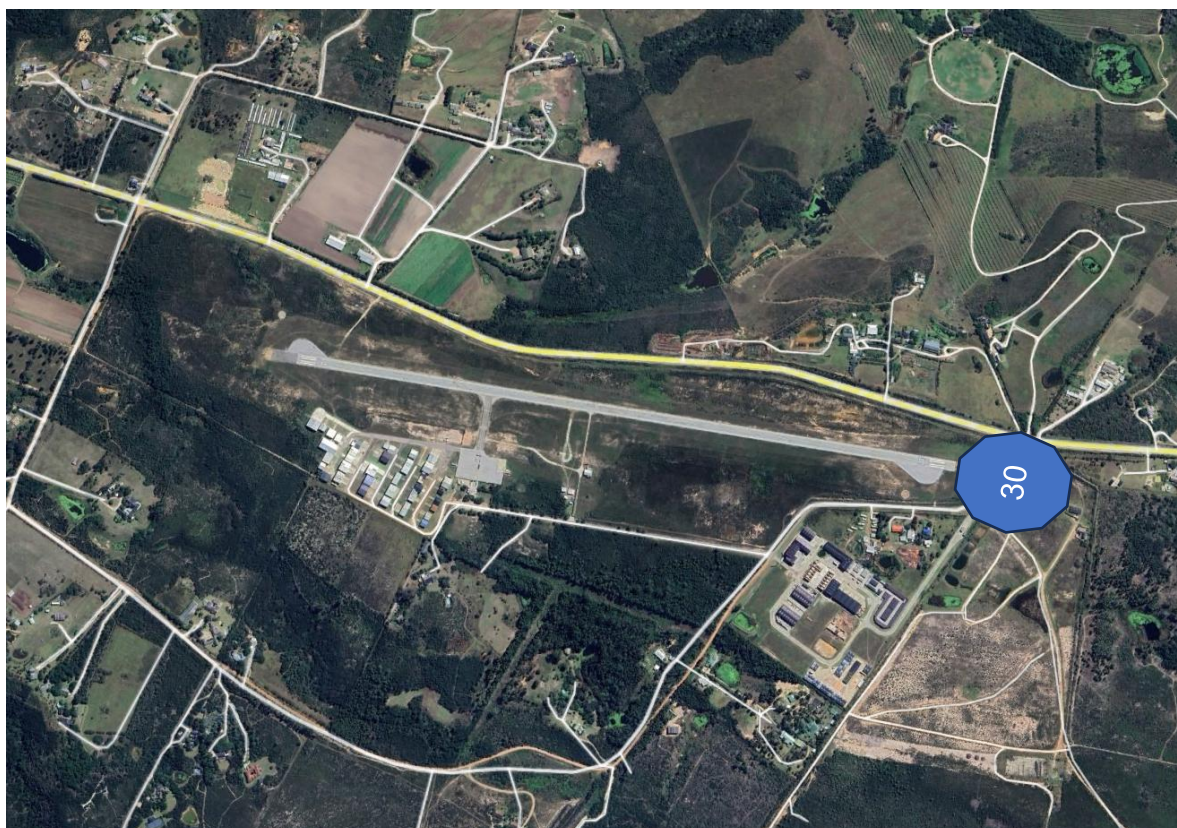


Figure 1: The airport layout and the runway used (yellow arrow). (Source: Google Earth)



Figure 2: The aircraft on the left side of the runway after the accident. (Source: Pilot)

Description of Wind Gust (Source: <https://upto8000m.com/2020/08/04/understanding-the-weather-in-south-africa-part-2>)

Wind gust is a brief, sudden and rapid increase in wind speed, typically lasting a short period. The maximum wind gust is above 20 metres/second (38.8 knots).

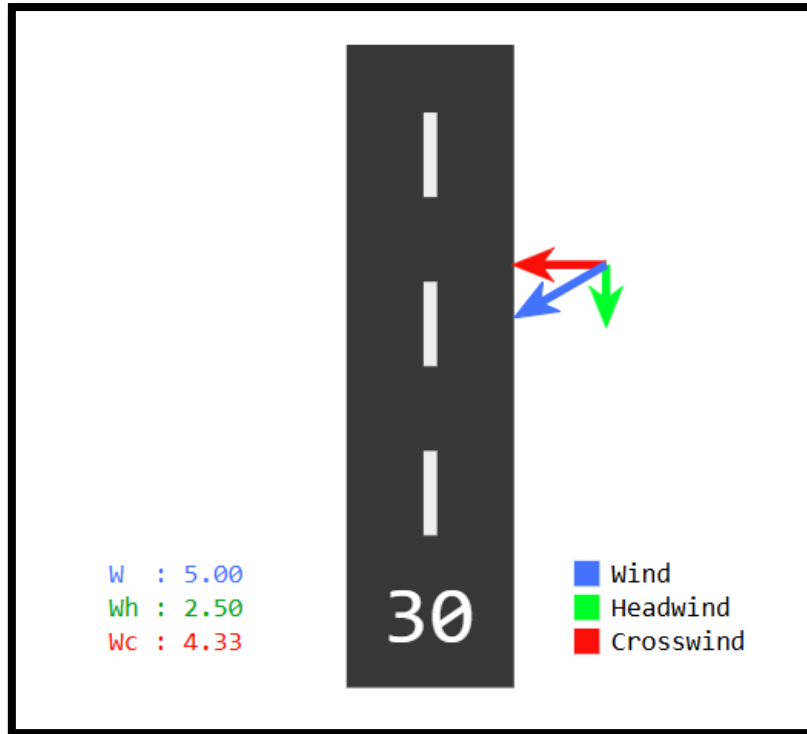


Figure 3: Crosswind component measured at 4.33 kts. (Source: <https://e6bx.com>)

Findings

1. Pilot

- 1.1. The pilot had a National Pilot Licence (NPL) that was initially issued on 4 February 2015. The latest NPL was renewed on 16 July 2025 with an expiry date of 1 July 2026. The pilot did not have the aircraft type endorsement on his licence.
- 1.2. The pilot had a Class 2 medical certificate that was issued on 28 July 2025 with an expiry date of 28 July 2026 with restrictions.

2. Aircraft Information

- 2.1 The 25-hour inspection of the aircraft was certified on 22 October 2025 at 1 229.8 total Hobbs hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 21 October 2026 or at 1 254.8 Hobbs hours, whichever comes first.
- 2.2 The aircraft had a valid Authority-to-Fly (ATF) Certificate that was issued by the Regulator (SACAA) on 3 November 2025 with an expiry date of 30 November 2026. The aircraft was airworthy when it was dispatched for the flight.

<p>2.3 The Certificate of Registration (C of R) was issued to the present owner on 8 August 2025.</p> <p>3. <u>Conclusion</u></p> <p>3.1 An increase in wind speed (gust) from a south-westerly direction during the landing flare contributed to the pilot losing control of the aircraft.</p>
<p>Probable Cause(s)</p> <p>A wind gust caused the pilot to lose control of the aircraft during the landing phase which led to a hard landing on the runway.</p>
<p>Contributing Factor(s)</p> <ul style="list-style-type: none"> • Poor airmanship. • The pilot's disregard of the Civil Aviation Regulations, 2011 Part 62.01.2.
<p>Safety Action(s)</p> <p>None.</p>
<p>Safety Message and/or Safety Recommendation/s</p> <p>None.</p>
<p>About this Report</p> <p><i>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.</i></p> <p><i>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.</i></p>
<p>Purpose</p> <p><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></p>
<p>Disclaimer</p> <p><i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i></p>

This report is issued by:

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