



Section/division **Accident and Incident Investigations Division**

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10651						
Classification	Accident		Date	6 April 2026		Time	0915Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Tedderfield Airport (FATA), Gauteng Province		Place of Intended Landing		Shikwaru Lodge Airstrip, Limpopo Province		
Place of Occurrence	On Runway 01 at Shikwaru Lodge Airstrip, Limpopo Province						
GPS Co-ordinates	Latitude	24° 15' 28" S	Longitude	28° 54' 11" E	Elevation	4 294 feet	
Aircraft Information							
Registration	ZU-MND						
Make; Model; S/N	Sling 4 TSI (Serial Number: 432)						
Damage to Aircraft	Substantial			Total Aircraft Hours	210.6		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	65
Licence Valid	Yes	Total Hours	586.5		Total Hours on Type	72.4	
Total Hours 30 Days	1.5		Total Flying on Type Past 90 Days			4.2	
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Sunday morning, 6 April 2026, a pilot and a passenger on-board a Sling 4 TSI aircraft registered ZU-MND took off on a private flight from Tedderfield Airport (FATA) in Gauteng province to Shikwaru Lodge Airstrip in Mokopane, Limpopo province. Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended. The pilot stated that he conducted the pre-flight inspection of the aircraft and did not find anomalies. The aircraft had a total of 200 litres (L) of 95 Octane Unleaded fuel in the tanks. The aircraft took off from Runway (RWY) 29 at 1020Z; the flight to Shikwaru Lodge Airstrip was uneventful. Upon reaching the airstrip at 1200Z, the pilot flew over it to visually inspect the runway. After assessing the windsock, he noticed that the wind favoured the grass-covered RWY 01. On final approach, the pilot selected 20 degrees flaps whilst maintaining a speed of approximately 75 knots (kts). The aircraft touched down hard with the left landing gear first on the outside of the demarcated grass-covered runway area, followed by the right landing gear. Subsequently, the left landing gear wheel assembly detached from the strut and the aircraft skidded on the grass before it stopped approximately 20 metres (m) from the first point of impact facing the left side of the runway. The aircraft was substantially damaged. The pilot and the passenger were not injured.							



Figure 1: An aerial view of Shikwaru Lodge Airstrip. The yellow arrow shows the direction of landing, and the yellow star marks the accident site. (Source: Google Earth)



Figure 2: The aircraft at the accident site. (Source: Operator)

Before Landing Procedure (Source: Sling 4 TSI Pilot's Operating Handbook [POH])

Approach

1. Airspeed 70 – 75 KIAS
2. Propeller..... T.O. (5.800 RPM)

3. Flaps..... FULL ON FINAL
4. Trim..... AS REQUIRED
5. Throttle AS REQUIRED(a)

Normal Landing

1. Airspeed @50 ft 70 KIAS
2. Power..... IDLE IN GROUND EFFECT
3. Flare TO MINIMUM FLIGHT SPEED
4. Touchdown MAINS FIRST
5. Brakes..... APPLY AS NEEDED

According to the pilot, the configuration for landing was 75 kts with flaps set at 20 degrees. The POH recommends a 70 kts configuration with flaps fully extended.

Findings

Pilot

1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 14 October 2021. The PPL was renewed on 17 October 2024 with an expiry date of 31 October 2026. The pilot's licence was valid at the time of the flight.
2. The pilot had a Class 2 aviation medical certificate that was issued on 26 May 2025 with an expiry date of 31 May 2026. The pilot had a restriction to wear suitable corrective lenses for his vision.
3. The pilot had a total of 586.5 flying hours of which 72.4 were accumulated on the aircraft type. The aircraft type was endorsed in his licence.

Aircraft

4. The last annual maintenance inspection of the aircraft was conducted and certified on 27 January 2026 at 184.4 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 26 January 2027 or at 284.4 hours, whichever comes first. The aircraft had accrued 26.2 hours since the last maintenance inspection.
5. The aircraft maintenance organisation (AMO) which conducted the maintenance inspection of the aircraft had an AMO Certificate that was issued by the Regulator on 17 December 2025 with an expiry date of 31 December 2026.
6. The aircraft Authority-to-Fly (ATF) Certificate was initially issued by the Regulator on 18 July 2023. The latest ATF Certificate was issued on 16 February 2026 with an expiry date of 20 February 2027.
7. The aircraft Certificate of Registration (C of R) was issued to the current owner on 5 July 2023.

8. The aircraft was maintained in accordance with the prescribed Regulatory and manufacturer's procedures and no defects were identified before the flight. 9. During landing, the aircraft's speed was approximately 75 knots (kts) with flaps set at 20 degrees; the Pilot's Operating Handbook (POH) recommends a speed of 70 kts and full flaps setting. Therefore, the aircraft was unstable during approach. 10. The aircraft landed hard with the left landing gear first; as a result, the left landing gear wheel assembly detached, and the aircraft veered to the left after the pilot lost control.
Probable Cause(s)
An unstable approach due to high speed and incorrect flaps setting during landing which resulted in a hard landing, followed by the failure of the left landing gear wheel assembly and loss of directional control.
Contributing Factor(s)
None.
Safety Action(s)
None.
Safety Message and/or Safety Recommendation/s
None.
About this Report
<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> <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>
Purpose
<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>
Disclaimer
<i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i>

This report is issued by:

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