



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

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10666						
Classification	Accident		Date	27 June 2026		Time	0915Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Gariep Dam Airfield (FAGA), Free State Province		Place of Intended Landing		Gariep Dam Airfield (FAGA), Free State Province		
Place of Occurrence	Fuel bay apron at Gariep Dam Airfield (FAGA), Free State Province						
GPS Co-ordinates	Latitude	30° 33' 44.0" S	Longitude	025° 31' 45.0" E	Elevation	4 194 ft	
Aircraft Information							
Registrations	ZU-MCA and ZS-LVM						
Make; Model; S/N	Sling 2 (Serial Number: 022); Cessna 210 (Serial Number: 21060698)						
Damage to Aircraft (ZU-MCA)	Minor		Total Aircraft Hours		1 234.5		
Damage to Aircraft (ZS-LVW)	Substantial		Total Aircraft Hours		3 212.70		
Pilot-in-command (ZU-MCA)							
Licence Type	Private Pilot Licence (PPL)		Gender	Male	Age	36	
Licence Valid	Yes	Total Hours	107.5	Total Hours on Type		21.8	
Total Hours 30 Days	8		Total Flying on Type Past 90 Days			16.6	
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Saturday, 27 June 2026, a pilot on-board a Sling 2 aircraft registered ZU-MCA intended to conduct a private flight from Gariep Dam Airfield (FAGA) in Free State province with the intention to land back at the same airfield. The flight was to be conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended. According to the pilot of the Cessna 210 (ZS-LVW) aircraft, both aircraft (ZS-LVW and ZU-MCA) were at the fuel bay to be refuelled. Clear weather conditions prevailed at the time. ZU-MCA was refuelled first and, thereafter, pushed back about 20 metres (m) where it was parked facing the left side of ZS-LVW. The ZS-LVW was then rolled closer to the refuelling point to be refuelled. Meanwhile, the ZU-MCA pilot completed the pre-flight inspection, boarded the aircraft and began the after-start checks. Shortly thereafter, ZU-MCA rolled forward and its propeller spinner struck the port side of the stationary ZS-LVW. The ZU-MCA pilot only realised the proximity of the two aircraft moments before impact and could not stop the aircraft in time.							

No person was injured. The ZS-LVW aircraft sustained substantial damage to the rear left baggage door and frame. The ZU-MCA sustained minor damage to the propeller blades, spinner cone and left-wing leading edge.



Figure 1: The two aircraft after impact. (Source: Operator)



Figure 2: Damage to the left-wing leading edge.



Figure 3: Damage to the propeller blades and spinner.

Before Starting an Engine (Source: Airplane Factory Sling 2 Pilot's Operating Handbook)

1. *Pre-flight inspection - completed*
2. *Emergency equipment - on board*
3. *Passenger - briefed*
4. *Seats, seatbelt and harnesses - adjust and secure*
5. *Brakes – on carefully verify that the stop brake valve (park brake) is ON*

There were no anomalies found with the brake system after the accident.

Crew

The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 25 June 2025. The licence was reissued on 5 June 2026 with an expiry date of 30 June 2028. The pilot had a Class 2 aviation medical certificate that was issued on 7 August 2024 with an expiry date of 31 August 2029. The pilot had no medical restrictions. He had a total of 107.5 hours of which 21.8 hours were accumulated on the aircraft type. The aircraft type was endorsed in his licence.

Aircraft

The aircraft had an Authority-to-Fly (ATF) Certificate that was issued by the Regulator (SACAA) on 12 December 2025 with an expiry date of 31 December 2026. The aircraft Certificate of Registration (C of R) was issued to the current owner on 5 February 2016. The last 100-hour annual inspection of the aircraft was certified on 8 June 2026 at 1 195.1 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 7 June 2027 or at 1 295.1 airframe hours, whichever comes first.

Maintenance of the aircraft was conducted by an aircraft maintenance organisation (AMO) which had a valid AMO Certificate that was issued by the Regulator on 19 December 2024 with an expiry date of 31 December 2025. The aircraft was endorsed in the AMO's Operational Specifications.

Environment

Clear weather conditions prevailed at the time of the accident.

Findings

1. The pilot was qualified and licensed to undertake the flight.

2. The aircraft maintenance organisation (AMO) which maintained the aircraft had a valid AMO Certificate that was issued by the Regulator.
3. The aircraft records showed that the aircraft was properly maintained.
4. After ZU-MCA was refuelled, it was pushed back about 20 metres (m) whilst ZS-LVW was positioned for refuelling at the fuel bay.
5. Post after-start checks, the ZU-MCA rolled forward and struck the stationary ZS-LVW. The pilot did not confirm if the parking brake was engaged before starting the engine as recommended in the Pilot's Operating Handbook.
6. The ZS-LVW was unoccupied at the time of impact.
7. No person was injured; the ZU-MCA sustained minor damage whilst the ZS-LVW was substantially damaged.

Probable Cause(s)

The aircraft rolled forward post after-start checks and impacted the stationary ZS-LVW whilst it was being refuelled.

Contributing Factor(s)

Non-conformance with the prescribed starting procedure.

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**