



**LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL**

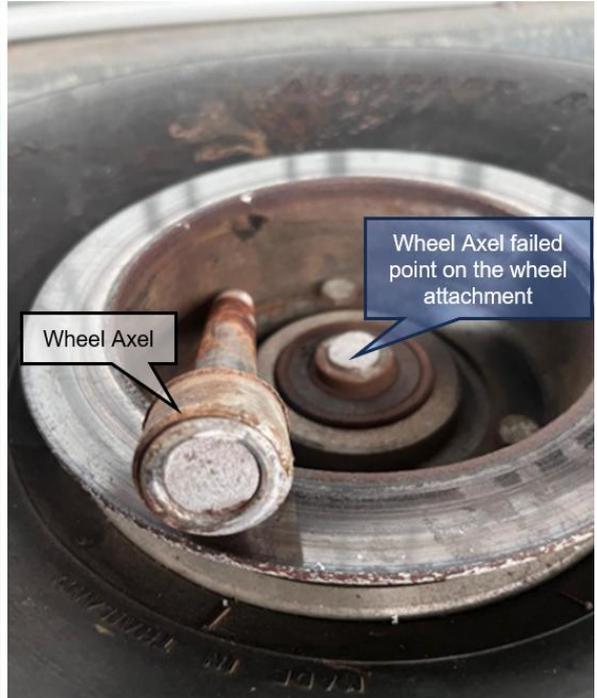
<b>Reference Number</b>		CA18/3/2/1483					
<b>Classification</b>	Serious Incident	<b>Date</b>	7 June 2025			<b>Time</b>	1645Z
<b>Type of Operation</b>	Private (Part 94)						
<b>Location</b>							
Place of Departure	Plettenberg Bay (FAPG), Western Cape		Place of Intended Landing	Plettenberg Bay (FAPG), Western Cape			
Place of Occurrence	Runway 30 at Plettenberg Bay (FAPG), Western Cape Province						
GPS Co-ordinates	Latitude	34°05'17.37"S	Longitude	023°19'43.02"E	Elevation	465 ft	
<b>Aircraft Information</b>							
Registration	ZU-FIH						
Make; Model; S/N	Kitplanes for Africa; Bushbaby Explorer (Serial Number: 128-09-07)						
Damage to Aircraft	Substantial		Total Aircraft Hours	773.27			
<b>Pilot-in-command</b>							
Licence Type	National Pilot Licence (NPL) Aeroplane		Gender	Male		Age	69
Licence Valid	Yes	Total Hours	719.82		Total Hours on Type	54.40	
Total Hours 30 days	11.2		Total Flying on Type Past 90 days			32.8	
<b>People On-board</b>	1+0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Saturday, 7 June 2025, a pilot on-board a Kitplanes For Africa (KFA) Bushbaby Explorer aircraft, registered ZU-FIH, departed from Plettenberg Bay Aerodrome (FAPG) in Western Cape province to conduct a private scenic flight in the area, with the intention to land back at the same aerodrome. The flight was conducted under visual meteorological conditions (VMC) by day in accordance with the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>According to the pilot, he conducted a pre-flight inspection of the aircraft with no abnormalities noted. Good weather conditions with calm winds and clear visibility prevailed at the time of the flight. The pilot stated that the take-off and the scenic flight were uneventful, and the aircraft returned to FAPG for a full-stop landing. The pilot positioned the aircraft for landing on Runway 30 (RWY 30). The aircraft was stable on final approach; however, the pilot heard a loud sound during landing as the main wheels contacted the runway. This was followed by the aircraft veering off to the right of the runway centreline.</p> <p>The pilot attempted to correct the direction of the aircraft by applying full rudder and differential braking to the left, however, the aircraft departed the paved surface and rolled onto the grass on the right side of the runway, approximately 60 to 70 metres (m) from the initial touchdown point. During the runway excursion, the right main wheel detached from the undercarriage assembly. The aircraft came to rest in a nose-down attitude. No person was injured; the pilot disembarked from the aircraft unaided.</p>							



**Figure 1:** The resting position of the aircraft post-serious incident. (Source: Pilot)



**Figure 2:** The broken brake assembly. (Source: Pilot)



**Figure 3:** The broken wheel axle. (Source: Pilot)



**Figure 4:** Skid marks on Runway 30 at FAPG.

#### Post-serious Incident Inspection

The inspection after the serious incident revealed that the right axle had fractured at the point where it connected to the undercarriage leg. The fractured section of the axle then lodged in the brake calliper assembly, which resulted in the pilot losing directional control of the aircraft.

Skid marks on Runway 30 indicated an asymmetric drag and wheel detachment during rollout.

#### Findings

##### 1. Pilot

1.1. The pilot had a National Pilot Licence (NPL) (Aeroplane) that was initially issued by the Regulator (SACAA) on 7 January 2014. The renewed licence was issued on 31 May 2023 with an expiry date of 31 May 2025. The pilot's Class 4 aviation medical certificate was issued on 30 October 2024 with an expiry date of 30 October 2025.

1.2. The pilot had a total of 719.2 hours of which 54.40 hours were accumulated on the aircraft type. The aircraft type was endorsed on his licence.

##### 2. Aircraft

2.1. The aircraft had a valid Authority-to-fly (ATF) Certificate that was issued by the Regulator on 1 October

2019 with an expiry date of 28 February 2026. The Certificate of Registration (C of R) was issued to the current owner on 17 January 2023.

2.2. The last annual inspection of the aircraft was conducted and certified on 5 January 2025 after which a Certificate of Release to Service (CRS) was issued at 740.4 airframe hours with an expiry date of 4 January 2026 or at 790.4 airframe hours, whichever comes first. The aircraft had a total of 773.27 hours at the time of the serious incident, which meant that the aircraft had accrued 32.87 hours since the last annual inspection.

2.3. The right main landing gear wheel axle broke off during the landing roll and the aircraft veered off to the right. Post-serious incident examination determined that the failure of the axle was due to metal fatigue which resulted from a pre-existing crack.

### 3 Environment

3.1 Fine weather conditions prevailed at the time of the flight; the weather did not contribute to the cause of the serious incident.

### 4 Mission

4.1 The aircraft was configured for landing with full flaps, and approach speed was recorded at approximately 52 knots. This was consistent with standard short-field landing procedures for the KFA Bushbaby Explorer.

4.2 Braking input from the pilot, combined with the right axle failure resulted in asymmetric drag, evidenced by skid marks on Runway 30.

#### **Probable Cause(s)**

During the landing roll, the right main landing gear wheel axle broke off and lodged in the brake calliper which caused the aircraft to veer off to the right.

#### **Contributing Factor(s)**

Metal fatigue.

#### **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**

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**