

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1484						
Classification	Serious Incident		Date	11 June 2025		Time	1045Z
Type of Operation	Private (Part 91)						
Location							
Place of Departure	Wonderboom Aerodrome (FAWB), Gauteng Province		Place of Intended Landing	AL 3 Farm Airfield near Dendron, Limpopo Province			
Place of Occurrence	On Runway 04 at AL 3 Farm near Dendron, Limpopo Province						
GPS Co-ordinates	Latitude	23° 25' 36.0" S	Longitude	029° 17' 57.0" E	Elevation	3 545 ft	
Aircraft Information							
Registration	ZS-KLP						
Make; Model; S/N	Beech Aircraft; BE58TC (Serial Number: TK-129)						
Damage to Aircraft	Substantial		Total Aircraft Hours	3 844.5			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	72
Licence Valid	Yes	Total Hours	13 406.5		Total Hours on Type	301.5	
Total Hours 30 Days	7.2		Total Flying on Type Past 90 Days	10.3			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Wednesday, 11 June 2025, a pilot on-board a BE58TC aircraft with registration ZS-KLP was on a private flight from Wonderboom Aerodrome (FAWB) in Gauteng province to AL 3 Farm Airfield near Dendron in Limpopo province when the serious incident occurred. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011 as amended.</p> <p>According to the pilot, he performed a pre-flight inspection of the aircraft at FAWB with no anomalies noted. Thereafter, he started the engine and took off at approximately 1005Z. The flight proceeded uneventfully during which the pilot contacted the Makhado Air Force Base Air Traffic Control (ATC) personnel. The pilot flew over the AL 3 Farm Airfield and joined in accordance with the unmanned joining procedures; the wind conditions favoured Runway (RWY) 04. Whilst on base leg, the pilot noticed a herd of impalas close to the runway. On final approach to land on Runway 04, he was fixated on the herd movement and forgot to extend the landing gear as prescribed in the Before Landing Checklist. This resulted in a wheels-up landing. The aircraft skidded on the runway and came to rest approximately 200 metres (m) from the initial point of touchdown. The pilot was not injured. The aircraft sustained damage to the propellers, flaps and front part of the belly.</p>							

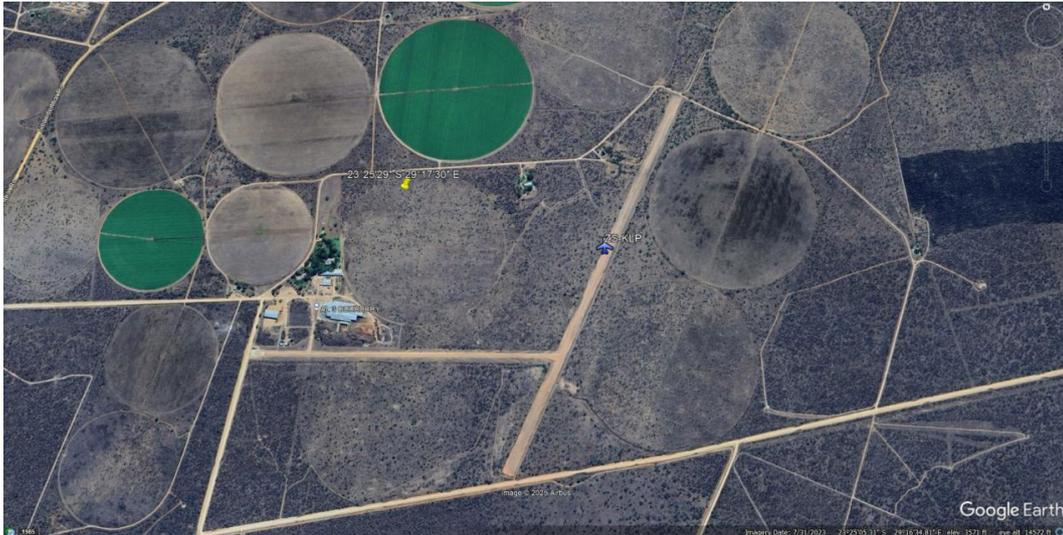


Figure 1: An overview of the serious incident site. (Source: Google Earth)



Figure 2: The aircraft at the serious incident site. (Source: Pilot)

The weather information in the table below was obtained from the South African Weather Service (SAWS), prepared for Polokwane International Airport (FAPP) on 11 June 2025 at 1100Z. The serious incident site was approximately 30 nautical miles (nm) north-west of FAPP.

Wind Direction	050°	Wind Speed	9 knots	Visibility	10000 m
Temperature	18°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	02°C	QNH	1028 hPa		

Before Landing Checklist Procedure (Pilot's Operating Handbook Section IV, page 4-12)

1. *Seat Belts and Shoulder Harnesses - FASTENED, SEAT BACKS UPRIGHT*
2. *Fuel Selector Valves - CHECK ON*

3. *Aux. Fuel Pumps - OFF, OR LOW AS PER AMBIENT TEMPERATURE*
4. *Cowl Flaps - AS REQUIRED*
5. *Mixture Controls - FULL RICH (or as required by field elevation)*
6. *Flaps - APPROACH 15° POSITION (Maximum extension speed 152 kts)*
7. *Landing Gear - DOWN (Gear extension speed 152 kts)*
8. *Flaps - FULL DOWN (30°) (Maximum extension speed, 122 kts.)*
9. *Airspeed - ESTABLISH NORMAL LANDING APPROACH SPEED.*
10. *Propellers - LOW PITCH (high rpm)*

Findings

1. Personnel Information

- 1.1 The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 8 September 1983. The latest PPL was reissued on 26 August 2024 with an expiry date of 31 August 2025. The pilot had flown a total of 301.5 hours on the aircraft type.
- 1.2 The pilot had a Class 2 aviation medical certificate that was issued on 26 August 2024 with an expiry date of 31 August 2025.
- 1.3 The pilot had the aircraft type endorsed on his licence; he was experienced to conduct the flight.

2. Aircraft Information

- 2.1 The last 100-hour mandatory periodic inspection (MPI) of the aircraft was conducted and certified on 25 March 2025 at 3 822.6 total airframe hours. The aircraft had accrued 21.9 hours since the last inspection.
- 2.2 The aircraft had a valid Certificate of Airworthiness (C of A) that was initially issued on 26 July 2016. The latest C of A had an expiry date of 31 July 2026.
- 2.3 The aircraft's Certificate of Registration (C of R) was issued to the present owner on 4 August 2011.
- 2.4 The aircraft was issued a Certificate of Release to Service (CRS) on 25 March 2025 with an expiry date of 24 March 2026 or at 3 922.6 airframe hours, whichever occurs first.

3.	<u>Meteorological Information</u>
3.1	The weather conditions were not a contributory factor to this serious incident.
4.	<u>Conclusion</u>
4.1	The pilot omitted to complete the before landing checklist as prescribed in the Pilot's Operating Handbook (POH). This omission led to the failure to extend and check the landing gear before touchdown, hence, the subsequent wheels-up landing.
4.2	The pilot stated that he was distracted by the animals that were in the vicinity of the runway.
Probable Cause(s)	
Wheels-up landing on Runway 04 at AL 3 Farm Airfield.	
Contributing Factor(s)	
Wildlife in the vicinity of the runway.	
Safety Action(s)	
None.	
Safety Message and/or Safety Recommendation/s	
None.	
About this Report	
<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>	
Purpose	
<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>	
Disclaimer	
<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**