



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL
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Reference Number		CA18/3/2/1485									
Classification		Serious Incident		Date		15 June 2025	Time		1100Z		
Type of Operation		Private (Part 94)									
Location											
Place of Departure		Kuruman Airfield (FAKU), Northern Cape Province			Place of Intended Landing			Airspan Airfield, Kroondal, North West Province			
Place of Occurrence		Runway 03 at Airspan Airfield, North West Province									
GPS Co-ordinates		Latitude		25°45'43" S		Longitude		027°19' 23" E	Elevation		3951ft
Aircraft Information											
Registration		ZU-FCR									
Make; Model; S/N		KP 2U-Rapid (Serial Number: 2118123L)									
Damage to Aircraft		Substantial			Total Aircraft Hours		704				
Pilot-in-command											
Licence Type		National Pilot Licence (NPL)			Gender		Male		Age	55	
Licence Valid		Yes		Total Hours		1 725.7		Total Hours on Type		200	
Total Hours 30 Days		100.9			Total Flying on Type Past 90 Days			56.8			
People On-board		1+0	Injuries		0	Fatalities		0	Other (on ground)		0
What Happened											
<p>On Sunday afternoon, 15 June 2025, a pilot on-board a KP 2U-Rapid aircraft with registration ZU-FCR took off on a private flight from Kuruman Airfield (FAKU) in Northern Cape province to Airspan Airfield in North West 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.</p> <p>The pilot stated that the flight from FAKU to Airspan Airfield was uneventful. Upon reaching the airfield, he flew overhead it as per the airfield's unmanned joining procedures and, thereafter, approached to land on Runway 03. He then reduced the engine power; however, the increased rate of descent caused the aircraft to touch down hard on the runway and bounce. As a result, the nose wheel broke and the propeller struck the runway. The pilot lost directional control of the aircraft and it skidded for 10 metres (m) before it veered off to the right and exited the runway.</p> <p>Once the aircraft had stopped, the pilot switched off the master switch and disembarked from it; he was not injured. The aircraft sustained damage to the nose gear and propeller.</p>											

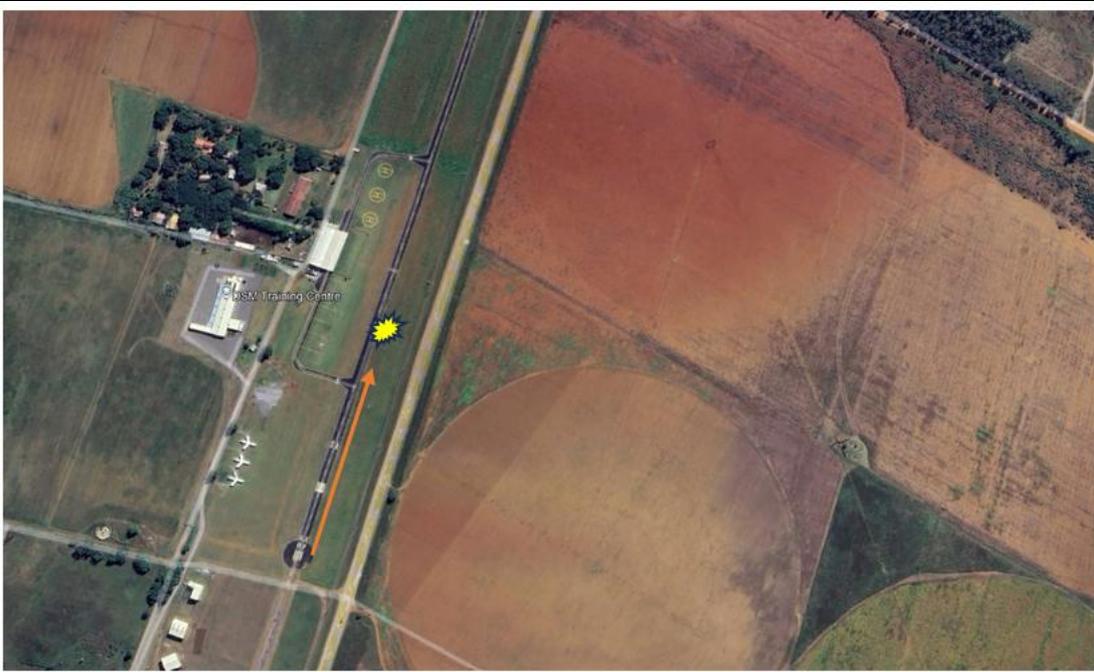


Figure 1: Aerial view the incident site and direction of landing. (Source: Google Earth)



Figure 2: The aircraft after it had come to a stop. (Source: Pilot)

The weather information below was obtained from the pilot questionnaire.

Wind Direction	030°	Wind Speed	10 kt	Visibility	10 000m
Temperature	25°C	Cloud Cover	None	Cloud Base	Clear

When the aeroplane contacts the ground with a sharp impact as the result of an improper attitude or an excessive rate of sink, it tends to bounce back into the air.

When a bounce is severe, the safest procedure is to 'execute a go-around immediately'. No attempt to salvage the landing should be made. Full power should be applied while simultaneously maintaining directional control and lowering the nose to a safe climb attitude.

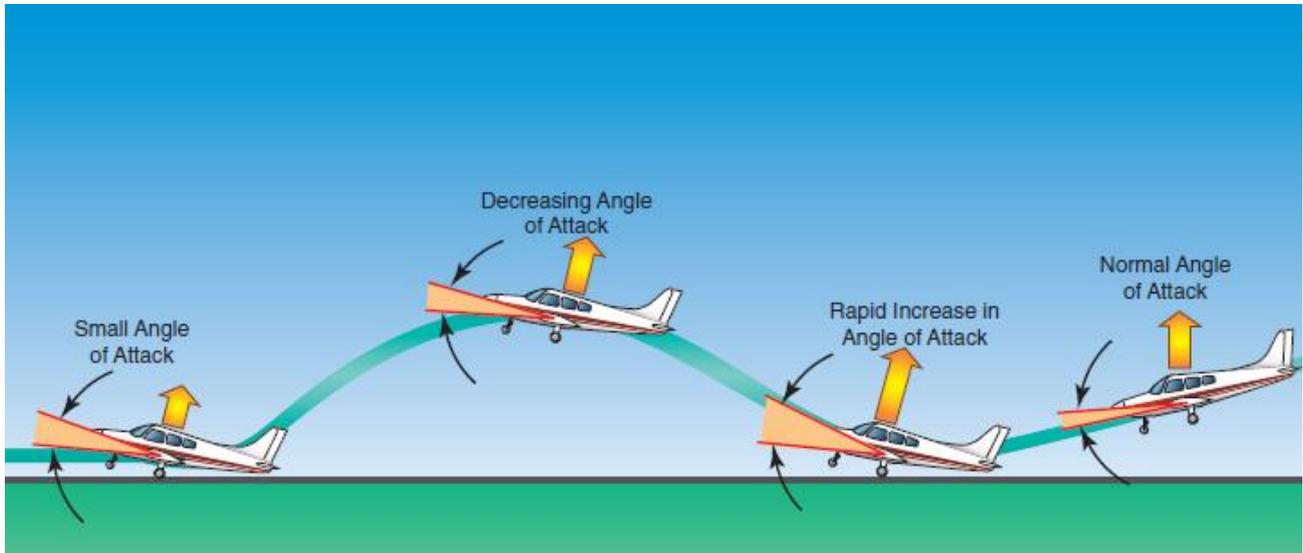


Illustration 1: A depiction of a bounce. (Source: FAA-aeroplane Flying Handbook)

Findings

1. The pilot had a National Pilot Licence (NPL) that was initially issued on 29 May 2001. The NPL was reissued on 3 June 2025 with an expiry date of 10 December 2026. The aircraft type was endorsed on his licence.
2. The pilot had 1 725.7 total flying hours of which 200 hours were on the aircraft type.
3. The pilot had a Class 4 aviation medical certificate that was issued on 21 February 2023 with an expiry date of 28 February 2026 with a requirement to wear corrective lenses.
4. The last annual inspection of the aircraft was conducted and certified on 9 September 2024 at 642.5 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 8 September 2025 or at 742.5 hours, whichever comes first. The aircraft had accrued 61.5 hours since the last annual inspection.
4. The aircraft's Authority-to-fly (ATF) Certificate was initially issued on 19 August 2019. The latest ATF was renewed on 14 October 2024 with an expiry date on 30 October 2025.

5. The Certificate of Registration (C of R) was issued to the present owner on 19 September 2023.
6. After touchdown, the aircraft bounced and landed hard with the nose gear; subsequently, it broke off and the propeller struck the runway. The pilot lost directional control and the aircraft skidded for 10m before it veered off to the right and exited the runway after.

Probable Cause(s)
The aircraft landed hard, and the nose gear broke off; subsequently, the pilot lost directional control of the aircraft.
Contributing Factor(s)
None.
Safety Action(s)
None.
Safety Message
Pilots are encouraged to initiate go-arounds when conditions are not conducive for safe landings.
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 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.</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
<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**