



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1498						
Classification	Serious Incident		Date	19 August 2025		Time	0915Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Jansenville Airstrip, Eastern Cape Province		Place of Intended Landing	Jansenville Airstrip, Eastern Cape Province			
Place of Occurrence	Jansenville Airstrip, Eastern Cape Province						
GPS Co-ordinates	Latitude	32° 58' 27" S	Longitude	24° 00' 00" E	Elevation	2 527 ft	
Aircraft Information							
Registration	ZU-FGD						
Make; Model; S/N	Bantam; B22J (Serial Number 09-336)						
Damage to Aircraft	Minor			Total Aircraft Hours	489.5		
Pilot-in-command							
Licence Type	National Pilot Licence (NPL)		Gender	Male		Age	50
Licence Valid	Yes	Total Hours	67.5		Total Hours on Type	15.6	
Total Hours 30 Days	0.8		Total Flying on Type Past 90 Days	0.8			
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Tuesday, 19 August 2025, a pilot and a passenger on-board a Bantam B22J aircraft with registration ZU-FGD had planned to take-off on a private flight from Jansenville Airstrip, Eastern Cape province, with the intention to land at the same airstrip when the serious incident occurred. 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.</p> <p>The pilot stated that he conducted a pre-flight inspection of the aircraft and no anomalies were noted. <i>The aircraft's technical documentation had no outstanding defects or deferred items.</i> The pilot started the engine and taxied the aircraft to Runway 11. During taxi, the pilot felt an anomaly in throttle authority (movement) and elected to return to his aircraft's hangar. To his surprise, the throttle opened to maximum power/high revolutions per minute (RPM) whilst he was taxiing back to the hangar. He reported that the throttle was stuck at maximum RPM; as a result, the aircraft accelerated after which he lost directional control. Consequently, the aircraft impacted the pilot's vehicle that was parked outside his hangar. The pilot switched off the master switch and fuel selector, and the engine stopped. The aircraft sustained minor damage to the composite nose cone, propeller and windshield. No person was injured.</p>							

The accident occurred near the pilot's hangar at Jansenville Airstrip at Global Positioning System (GPS) co-ordinates determined to be 32°58'27" South 24°00'00" East, at an elevation of 2 527 feet (ft).



Figures 1 and 2: The damaged propeller (left) and the nose section's left lower composite structure (right).
(Source: Pilot)



Figure 3: Third party damage caused to the motor vehicle. (Source: Pilot)

The approved person (AP) who inspected the aircraft found nothing abnormal. The general condition of the engine was also normal. The throttle cables that run inside the plastic sheath and associated linkages to the carburettors (dual) were tested, and they moved freely.



Figures 4 and 5: The throttle (left picture) on the left side of the pilot's seat. The throttle cables in the plastic sheath run from the left side of the pilot's seat to the engine (right picture). (Source: Pilot)

Findings

1. The pilot had a National Pilot Licence (NPL) that was initially issued by the Regulator (SACAA) on 22 October 2022. The NPL was renewed on 20 October 2023 with an expiry date of 19 October 2025.
2. The pilot had accumulated a total of 67.5 hours of which 15.6 hours were on the aircraft type. The aircraft type was endorsed on his licence.
3. The pilot had a valid Class 4 aviation medical certificate that was issued on 27 July 2023 with an expiry date of 5 September 2027.
4. The aircraft's Certificate of Registration (C of R) was issued to the present owner on 2 February 2024.
5. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was initially issued on 2 November 2019. The ATF was renewed on 4 March 2025 with an expiry date of 31 March 2026.

6. The last annual inspection of the aircraft was certified on 1 February 2025 at 489.5 total airframe hours. The aircraft was issued a Certificate of Release to Service (CRS) on 1 February 2025 at 489.5 hours with an expiry date of 31 January 2026 or at 526.4 hours, whichever occurs first. No outstanding defects were found in the aircraft technical documentation.
Probable Cause(s)
It is likely that the pilot inadvertently advanced the throttle to maximum power which caused the aircraft to accelerate during which he lost directional control and the aircraft impacted a motor vehicle.
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**