



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1502						
Classification	Serious Incident	Date	1 September 2025		Time	1505Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Leppan Farm Airstrip, Western Cape province		Place of Intended Landing	Leppan Farm Airstrip, Western Cape province			
Place of Occurrence	Leppan Farm Airstrip Runway 05						
GPS Co-ordinates	Latitude	33°56'27.00" S	Longitude	022°39'55.00" E	Elevation	767 feet	
Aircraft Information							
Registration	ZU-DZH						
Make; Model; S/N	Skystar; Kitfox 7 (Serial Number: 70403055)						
Damage to Aircraft	Minor		Total Aircraft Hours	1 784.9			
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	52
Licence Valid	Yes	Total Hours	1 272.6		Total Hours on Type	101.7	
Total Hours 30 Days	4.8		Total Flying on Type Past 90 Days	14.8			
People On-board	1+0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Monday afternoon, 1 September 2025, a pilot on-board a Skystar Kitfox 7 aircraft with registration ZU-DZH took off on a private scenic flight from Leppan Farm Airstrip, Western Cape province, with the intention to land at the same airstrip. The flight was 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 the local scenic flight was uneventful; he returned to Leppan Farm Airstrip to land on Runway 05. Upon touchdown, the aircraft bounced and a sudden gust of wind from the right caused the right wing to lift; as a result, the left-wing tip struck the ground. The pilot stated that the aircraft was too close to the ground, therefore, it was not possible to recover. The aircraft's left wing struck the ground first, and the aircraft ground-looped anticlockwise and rotated approximately 270°. During the ground loop, the right wing also struck the ground. After the aircraft had come to a stop, the pilot switched off the master switch and disembarked from the aircraft; he was not injured. The aircraft sustained damage to the propeller, fuselage, wings, empennage, main landing gear wheels and tailwheel.</p>							

The approach speed was 65 miles per hour (mph) with a full flap configuration. The pilot stated that he did not attempt to go-around because the aircraft was too close to the ground.



Figure 1: Aerial view of Leppan Farm Airstrip and the direction of landing (orange).
(Source: Google Earth)



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

Meteorological Information

The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the South African Weather Service (SAWS), recorded at George Aerodrome (FAGG) on 1 September 2025 at 1500Z. The serious incident site was approximately 4 nautical miles (nm) south-west of FAGG.

FAGG 011500Z 10011KT 9999 SCT013 17/14 Q1022=

Wind Direction	100°	Wind Speed	11 kt	Visibility	9999
Temperature	17°C	Cloud Cover	3-4 oktas	Cloud Base	1 300 ft
Dew Point	14°C	QNH	1022 hPa		

Crosswind Component

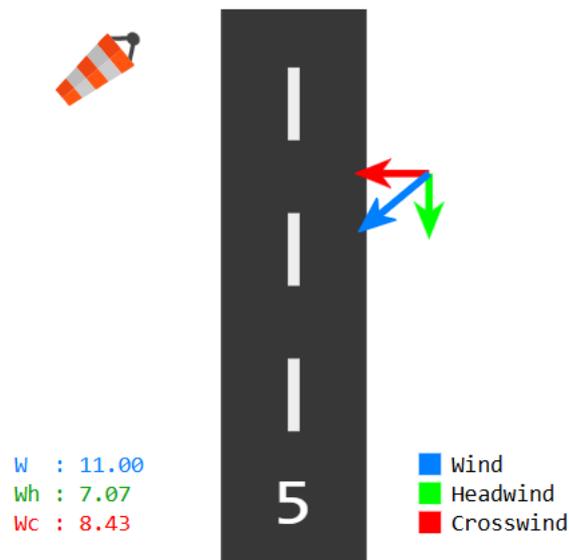


Figure 3: Crosswind component, (Source <https://e6bx.com/wind-components/>)

The the maximum demonstrated crosswind component of the aircraft is 15.6 knots. The pilot encountered a crosswind of 8.43 kts from the right whilst landing on Runway 05. The crosswind component was within the maximum demonstrated crosswind component of the aircraft.

Aerodrome Information

Leppan Farm Airstrip is a small, privately registered airstrip located in the Western Cape, South Africa. The airstrip has one runway orientated 05/23, which is 780m long and 15m wide at an elevation of 767 feet (ft) above mean sea level. The airstrip has a windsock located on the left of Runway 05.

Landing Procedure (Source: Kitfox Pilot's Operating Handbook [POH])

- a. *Maintain airspeed 50-60 mph on final.*
- b. *Wing flaps on final -- as desired.*
- c. *Touchdown — 3-point landing*
- d. *Landing Roll — maintain alignment with rudder and steerable tailwheel.*
- e. *Braking -- minimum required*

The pilot stated that the approach speed was 65 miles per hour (mph) with a full flap configuration. The POH states that the airspeed for a normal landing is 50-60 mph and wing flaps as required.

Findings

1. The pilot had a Private Pilot Licence (PPL) that was initially issued on 15 December 2003. The licence was reissued on 4 November 2024 with an expiry date of 30 November 2025.
2. The pilot had a Class 2 aviation medical certificate that was issued on 15 August 2025 with an expiry date of 31 August 2026. He is required to wear corrective lenses.
3. The pilot did not opt to perform a go-around at any stage during the approach to land.
4. The last annual inspection of the aircraft was conducted and certified on 24 March 2025 at 1 762 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 30 April 2026 or at 1 850.0 hours, whichever comes first. The aircraft was properly maintained and was serviceable when it was dispatched for the flight.
5. The aircraft was initially issued an Authority-to-Fly (ATF) Certificate on 30 July 2020. The latest ATF was issued on 23 April 2025 with an expiry date of 30 April 2026.
6. The aircraft Certificate of Registration (C of R) was issued to the present owner on 22 February 2021.

7.	The landing speed was 65 mph instead of between 50 to 60 mph as recommended in the POH.
8.	The pilot encountered a crosswind of 8.43 kts from the right whilst landing on Runway 05 which was within the 15.6 kts maximum demonstrated crosswind component of the aircraft.
9.	The airfield is privately owned with a single grass surface runway orientated 05/23. The runway is 780m long and 15m wide at an elevation of 767 ft above mean sea level.
Probable Cause(s)	
Unstable approach during a crosswind landing. A crosswind from the right caused the right wing to lift and the left-wing tip to strike the ground, initiating a ground loop which rotated the aircraft approximately 270° and both wing tips impacted the ground.	
Contributing Factor(s)	
1.	The pilot did not correctly compensate for a crosswind landing.
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	
<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**