



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1510						
Classification	Serious Incident		Date	4 October 2025		Time	0740Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Mossel Bay Aerodrome (FAMO), Western Cape Province		Place of Intended Landing		Highway Airfield, Western Cape Province		
Place of Occurrence	Runway 31, Highway Airfield near Knysna, Western Cape Province						
GPS Co-ordinates	Latitude	33° 57' 01.26" S	Longitude	022° 58' 42.60" E	Elevation	787 ft	
Aircraft Information							
Registration	ZU-EGF						
Make; Model; S/N	Jabiru J430 (Serial Number: 299)						
Damage to Aircraft	Minor			Total Aircraft Hours	1 345.0		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Female		Age	58
Licence Valid	Yes	Total Hours	160.7		Total Hours on Type	67.6	
Total Hours 30 Days	11.5		Total Flying on Type Past 90 Days		28		
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 4 October 2025, a pilot and a passenger on-board a Jabiru 430 aircraft with registration ZU-EGF departed on a private flight from Mossel Bay Aerodrome (FAMO) in Western Cape province to Highway Airfield near Knysna, in the same province. 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 she conducted a pre-flight check of the aircraft, and no anomalies were noted. Departure from FAMO was at 0630Z, and the one-hour flight to Highway Airfield was uneventful. Upon reaching Highway Airfield, the pilot flew over it in accordance with the unmanned joining procedures and elected to use Runway (RWY) 31 in near-still wind conditions. <i>Highway Airfield grass-covered runway is 671 metres (m) in length and 18m in width.</i></p> <p>The pilot conducted a short-field landing, but the aircraft was too high during the approach to land; therefore, she opted to perform a go-around manoeuvre. During the second attempt to land, she misjudged the touchdown spot on the grass-covered runway, and the aircraft landed farther down the runway. As a result, there was an insufficient runway length to bring the aircraft to a safe stop.</p>							

The pilot stated that she turned left and exited the runway to avoid impacting a perimeter fence that was beyond the end of the runway. As the aircraft exited the runway, the nose gear broke off, and the propeller blades struck the ground. The aircraft came to a stop on dense grass to the left of the runway. A video footage from the airfield showed the aircraft as it landed close to the end of the runway before it drifted to the left.

The two occupants were not injured, but the aircraft sustained damage to the nose gear, propeller blades, right main gear and right wing.



Figure 1: An aerial view of the Highway Airfield and the approximate serious incident site. The red arrow indicates the direction of flight. (Source: Google Earth)



Figure 2: The aircraft after it had stopped. (Source: Pilot)

The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the South African Weather Service (SAWS) for George Airport (FAGG) on 4 October 2025 at 0750Z. The serious incident site was approximately 25 nautical miles (nm) west of FAGG.

FAGG 040750Z VRB03KT CAVOK 24/08 Q1010=.

Wind Direction	VRB	Wind Speed	3 kt	Visibility	10 km
Temperature	24°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	08°C	QNH	1010 hPa		

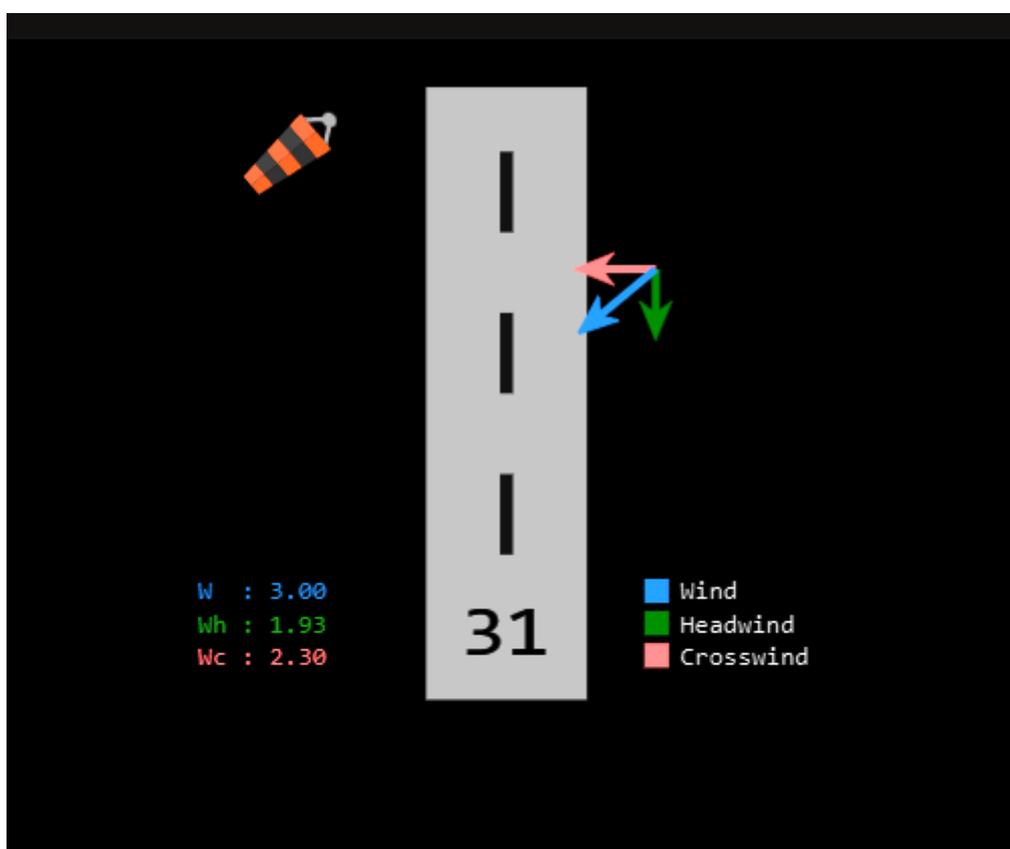


Figure 3: The wind component during the landing phase. (Source: <https://e6bx.com/wind-components/>)

Findings

1. Personnel Information

1.1 The pilot had a Private Pilot Licence (PPL) that was initially issued on 9 July 2024. The licence was renewed on 24 June 2025 with an expiry date of 30 June 2027. The aircraft type was endorsed on her licence.

1.2 The pilot had a Class 2 aviation medical certificate that was issued on 25 October 2024 with an expiry date of 31 October 2026. The pilot was qualified and licensed to undertake the flight.

2. Aircraft Information

2.1 The last annual inspection of the aircraft was conducted and certified on 13 March 2025 at 1 332.9 hours. The aircraft had accrued a further 12.1 hours since the said inspection.

2.2 The aircraft had a valid Authority-to-Fly (ATF) Certificate that was initially issued on 14 March 2020. The ATF was renewed on 21 April 2025 with an expiry date of 31 March 2026. The aircraft's Certificate of Registration (C of R) was issued to the present owner on 5 August 2025.

2.3 The aircraft was issued a Certificate of Release to Service (CRS) on 13 March 2025 with an expiry date of 12 March 2026 or at 512.9 Hobbs hours, whichever occurs first.

2.4 The aircraft was maintained by an approved person (AP) with an AP Certificate that was issued by the Regulator (SACAA) on 23 October 2024 with an expiry date of 22 October 2026.

2.5 The pilot landed the aircraft close to the end of the grass runway whilst attempting to execute a short-field landing. There was insufficient runway length available to bring the aircraft to a stop on the runway. The pilot steered the aircraft to the left of the runway to avoid impacting a perimeter fence; the aircraft came to rest in dense grass to the left of the runway.

3. Environment

3.1 The wind was light at the time; the weather was not a contributory factor to this serious incident.

Probable Cause(s)

Excursion to the left of the runway after an unsuccessful short-field landing.

Contributing Factor(s)

None.

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 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.

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

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This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**