



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1514						
Classification	Serious Incident		Date	4 November 2025		Time	0950Z
Type of Operation	Training (Part 141)						
Location							
Place of Departure	Bram Fischer International Airport, (FABL) Free State Province			Place of Intended Landing	New Tempe Aerodrome (FATP), Free State Province		
Place of Occurrence	On Runway 28 at New Tempe Aerodrome (FATP)						
GPS Co-ordinates	Latitude	29° 01' 48.33" S	Longitude	026° 09' 49.64" E	Elevation	4 501 ft	
Aircraft Information							
Registration	ZU-IEI						
Make; Model; S/N	Airplane Factory; Sling 2 (Serial Number: 159)						
Damage to Aircraft	Minor			Total Aircraft Hours	4 145.4		
Pilot-in-command							
Licence Type	Student Pilot Licence (SPL)		Gender	Male		Age	47
Licence Valid	Yes	Total Hours	44.1		Total Hours on Type	44.1	
Total Hours 30 Days	16.6			Total Flying on Type Past 90 Days	16.6		
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Tuesday morning, 4 November 2025, a student pilot (SP) on-board a Sling 2 aircraft with registration ZU-IEI took off on a navigational training flight from New Tempe Aerodrome (FATP) to Bram Fischer International Aerodrome (FABL), with the intention to land back at FATP. Both aerodromes are located in Free State province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The SP stated that the flight to FABL was uneventful. He performed a successful touch-and-go landing at FABL on Runway 02 (RWY 02) where after he returned to FATP. Upon reaching FATP, the SP executed an unmanned joining procedure before landing on RWY 28. <i>There is no boundary fence at FATP.</i> After touchdown on RWY 28 whilst decelerating and applying brakes, an antelope ran across the runway in use. The SP applied the left rudder to avoid impacting the deer and, as a result, the aircraft veered to the left of the centreline. Thereafter, he applied the right rudder to bring the aircraft back to the centreline. However, the propeller contacted the runway surface and the nose wheel collapsed inwards. The collapse of the nose wheel was due to the SP's overcorrection of the aircraft using the (right) rudder; this caused excessive side-loading, and the pilot lost directional</p>							

control. The aircraft skidded for approximately 7 metres (m) before it stopped on the runway. The SP was not injured. The aircraft sustained damage to the nose wheel and the propeller.

The accident occurred at FATP at Global Positioning System (GPS) co-ordinates determined to be 29°01'48" South 26°09'64" East, at an elevation of 4 501 ft.



Figure 1: The aircraft with the collapsed nose wheel after it had come to rest.

Findings

1. The student pilot (SP) had a Student Pilot Licence (SPL) that was issued on 7 February 2025 with an expiry date of 6 February 2026. The aircraft type was endorsed on the SP's licence. The SP had accumulated a total of 44.1 hours.
2. The SP had a Class 2 aviation medical certificate that was issued on 22 January 2025 with an expiry date of 31 January 2027 with no medical restrictions.
3. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was initially issued on 22 January 2018. The ATF was reissued on 21 January 2025 with an expiry date of 31 January 2026.
4. The Certificate of Registration (C of R) was issued to the current owner on 3 December 2014.

5. The aircraft Certificate of Release to Service (CRS) was issued on 23 September 2029 at 4 071.7 hours with an expiry date of 22 September 2026 or at 4 171.7 hours, whichever comes first.
Probable Cause(s)
The propeller impacted the runway surface and the nose wheel collapsed inwards due to the student pilot's overcorrection using the right rudder which caused excessive side-loading and the subsequent loss of directional control. The student pilot had steered the aircraft to the left to avoid impacting a deer during the landing phase.
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**