



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1519						
Classification	Serious Incident		Date	5 January 2026		Time	1600Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Potchefstroom Airfield (FAPS), North West Province		Place of Intended Landing	Potchefstroom Airfield (FAPS), North West Province			
Place of Occurrence	On Runway 03 at Potchefstroom Airfield (FAPS), North West Province						
GPS Co-ordinates	Latitude	26° 38' 28.31" S	Longitude	27° 11' 0.16" E	Elevation	5 420 ft	
Aircraft Information							
Registration	ZU-IMY						
Make; Model; S/N	Van's; RV-7 (Serial Number: 71031)						
Damage to Aircraft	Substantial			Total Aircraft Hours	376.9		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Female		Age	48
Licence Valid	Yes	Total Hours	208.7		Total Hours on Type	28.9	
Total Hours 30 Days	1.8		Total Flying on Type Past 90 Days	3.9			
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Monday afternoon, 5 January 2026, a pilot and a passenger on-board a Van's RV-7 aircraft registered ZU-IMY took off on a private flight from Potchefstroom Airfield (FAPS) in North West province with the intention to land at the same airfield. The flight was conducted under visual meteorological conditions (VMC) and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The pilot reported that the aircraft took off from the asphalt Runway 03 which is 1 489 metres (m) in length. It then climbed to the circuit altitude (1 000 feet [ft] above ground level [AGL]) and the pilot flew a circuit and executed two touch-and-go landings on Runway 03. Thereafter, she flew another circuit and, whilst on approach for the third touch-and-go landing, she selected full flaps; the speed was approximately 75 knots (kts). During flare over the runway at approximately 65 kts, she reduced the engine power. The aircraft floated for some time and before it touched down at an estimated distance of approximately 900m beyond the runway threshold.</p> <p>During the landing roll, the pilot lost directional control and the aircraft veered off to the left of the runway centreline. She then applied corrective control inputs; however, the aircraft veered off in the</p>							

opposite direction (which is the right side of the runway) during which the nose pitched down. This resulted in propeller strikes on the ground. The aircraft exited the runway and came to a stop on the grass area. No person was injured; the aircraft sustained damage to the propeller and the left main landing gear.

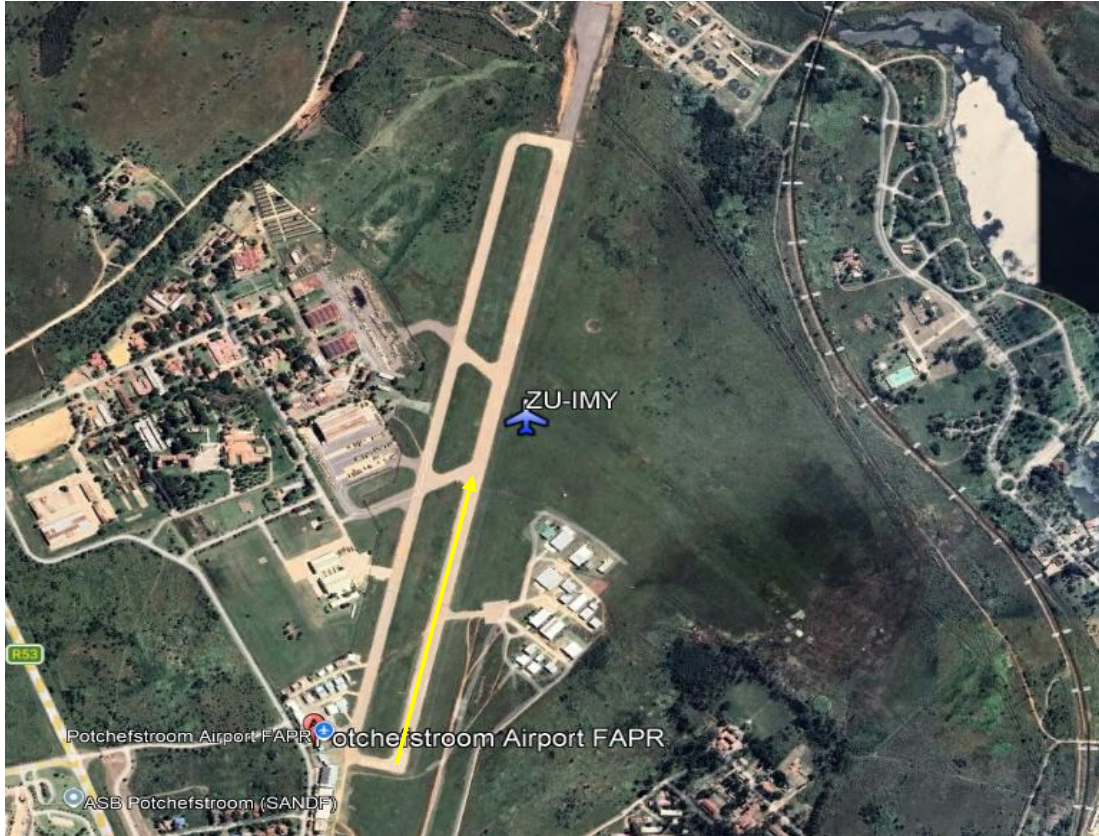


Figure 1: The runway used (yellow line) and the approximate area where the aircraft stopped on the right side of the runway. (Source: Google Earth)



Figure 2: The aircraft with the bent left main landing gear at the serious incident site. (Source: Pilot)

Findings

1. Pilot

- 1.1. The pilot had a Private Pilot Licence (PPL) that was issued by the Regulator (SACAA) on 19 February 2025 with an expiry date of 29 February 2027. The pilot's Class 2 aviation medical certificate was issued on 22 August 2025 with an expiry date of 31 August 2027.
- 1.2. The aircraft type was endorsed on the pilot's licence, and the pilot had a total of 208.7 flying hours of which 28.9 were accumulated on the aircraft type.

2. Aircraft

- 2.1. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was issued by the Regulator on 4 February 2025 with an expiry date of 15 February 2026. The aircraft was registered with the Regulator on 24 April 2024.
- 2.2. The last annual inspection of the aircraft was certified on 6 November 2025 at 370.8 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 5 November 2026 or at 470.8 hours, whichever comes first. The aircraft had a total of

376.9 hours at the time of the serious incident; it had accumulated a total of 6.1 hours since the last annual inspection.

2.3. An approved person (AP) who maintained the aircraft had an Approved Person Certificate that was issued on 26 September 2024 with an expiry date of 25 September 2026. The aircraft type was endorsed on the AP's maintenance specification certificate.

2.4. The aircraft was serviceable before the flight, and no technical defects were reported before the serious incident.

3. Environment

3.1 Clear weather conditions prevailed at the time of the flight; the weather conditions did not contribute to this serious incident.

Probable Cause(s)

The aircraft was unstable during approach, and it landed deep; consequently, the pilot lost directional control of the aircraft, and it veered off to the right side of the runway.

Contributing Factor(s)

1. Poor landing technique.
2. Failure to execute a go-around.

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

<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**