



## LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

<b>Reference Number</b>	CA18/3/2/1521					
<b>Classification</b>	Serious Incident	<b>Date</b>	9 January 2026		<b>Time</b>	1500Z
<b>Type of Operation</b>	Private (Part 91)					
<b>Location</b>						
<b>Place of Departure</b>	Tzyfontein Farm near Mokopane, Limpopo Province		<b>Place of Intended Landing</b>	Portion 2 Schaaphok 279 Farm, Sterkrivier District, Limpopo Province		
<b>Place of Occurrence</b>	Grass runway on Portion 2 Schaaphok 279 Farm in Sterkrivier District, Limpopo Province					
<b>GPS Co-ordinates</b>	<b>Latitude</b>	24°15'57.52" S	<b>Longitude</b>	028°45'48.39" E	<b>Elevation</b>	3 811 feet
<b>Aircraft Information</b>						
<b>Registration</b>	ZS-ICE					
<b>Make; Model; S/N</b>	Piper; PA-25-235 (Serial Number 25-5038)					
<b>Damage to Aircraft</b>	Substantial		<b>Total Aircraft Hours</b>	5 442.1		
<b>Pilot-in-command</b>						
<b>Licence Type</b>	Airline Transport Pilot Licence (ATPL)		<b>Gender</b>	Male		<b>Age</b> 56
<b>Licence Valid</b>	Yes	<b>Total Hours</b>	3 745.0		<b>Total Hours on Type</b>	80.4
<b>Total Hours 30 Days</b>	26.1		<b>Total Flying on Type Past 90 Days</b>	42.7		
<b>People On-board</b>	1 + 0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b> 0
<b>What Happened</b>						
<p>On Friday afternoon, 9 January 2026, a pilot on-board a Piper PA-25-235 aircraft with registration ZS-ICE took off on a positioning flight from Tzyfontein Farm near Mokopane in Limpopo province to Portion 2 Schaaphok 279 Farm in the same province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 91 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The pilot stated that the aircraft was to be used for maize crop-spraying operation on Saturday, 10 January 2026. Shortly after touchdown in a westerly direction on the grass-covered runway of Portion 2 Schaaphok 279 Farm, a warthog ran out of the maize field on the left side of the runway and crossed it; the aircraft was approximately 10 to 15 metres (m) from the warthog. The pilot applied the right brake to avoid colliding with the animal; as a result, the aircraft swerved to the right and the right wing impacted a stack of tyres (see Figure 3) that were filled with sand and placed next to the runway. The tyres were used as anchors for the fence. After impact, the aircraft ground looped and the tail section landing over the fence. The aircraft faced the direction of landing after coming to a stop; it partially flattened the perimeter fence which caused minor damage to the left wing.</p>						

According to the pilot, there was no visible damage on the landing gear and the right-wing main spar. No person was injured during the serious incident.

The serious incident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 24°13'57.52" South 028°45'48.39" East, at an elevation of 3 811ft.



**Figure 1:** The yellow pin indicates the approximate serious incident site. (Source Google Earth)



**Figure 2:** The aircraft facing the direction of landing after the serious incident. (Source: Pilot)



**Figure 3:** Tyres filled with sand that were placed next to the runway. (Source: Pilot)



**Figure 4:** Damage to the right-wing leading edge. (Source: Pilot)

## Findings

### 1. Personnel

- 1.1 The pilot had an Airline Transport Pilot Licence (ATPL) that was initially issued by the Regulator (SACAA) on 2 November 2018 in accordance with (IAW) the provisions of Part 61 of the CAR 2011, as amended. His licence was valid until 30 November 2026.
- 1.2 The pilot had a Class 1 aviation medical certificate that was issued on 3 December 2025 with an expiry date of 30 June 2026. He had a restriction to wear corrective lenses for defective near vision (VNL) when flying.
- 1.3 The pilot acquired his agricultural rating on 21 November 2025 which was signed out by a Grade II flight instructor.
- 1.4 The pilot was landing on the farm for the first time.

### 2. Aircraft

- 2.1 The last maintenance inspection of the aircraft was conducted and certified on 15 October 2025 at 8327.6 airframe hours. The aircraft had accrued 46.7 hours post maintenance inspection.
- 2.2 The aircraft was initially issued a Certificate of Airworthiness (C of A) on 1 July 2002. The C of A was revalidated with an expiry date of 5 December 2026.
- 2.3 The Certificate of Registration (C of R) was issued to the present owner on 5 April 1995.
- 2.4 The aircraft had a Certificate of Release to Service (CRS) that was issued on 15 October 2025. The CRS was valid until 14 October 2026 or at 8427.6 airframe hours, whichever occurs first.
- 2.5 The aircraft was fitted with an agricultural spray system which could be used in the application of agricultural and insect control products.

### 3. Meteorological Information

- 3.1 The weather information in the table below was obtained from the pilot via a SACAA's pilot questionnaire form.

Wind Direction	270°	Wind Speed	3kt	Visibility	9999m
Temperature	25°C	Cloud Cover	2-3 oktas	Cloud Base	6 000ft
Dew Point	Unknown	QNH	1018hPa		

### Probable Cause

The pilot applied the right brake to avoid colliding with the warthog that was crossing the runway and, subsequently, the right wing impacted a stack of tyres filled with sand that were positioned close to the runway.

### Contributing Factor

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**