



Section/division **Accident and Incident Investigations Division**

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1549						
Classification	Serious Incident		Date	15 May 2026		Time	1445Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Morningstar Airfield, Western Cape Province		Place of Intended Landing	Morningstar Airfield, Western Cape Province			
Place of Occurrence	During landing on Runway (RWY) 20 at Morningstar Airfield, Western Cape Province						
GPS Co-ordinates	Latitude	34° 45' 35.0" S	Longitude	018° 32' 56.0" E	Elevation	200ft	
Aircraft Information							
Registration	ZU-IFT						
Make; Model; S/N	Sling 2 (Serial Number: 021)						
Damage to Aircraft	Substantial			Total Aircraft Hours	1 239.4		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male	Age	58	
Licence Valid	Yes	Total Hours	170.9	Total Hours on Type	168.7		
Total Hours 30 Days	0.5		Total Flying on Type Past 90 Days	0.5			
People On-board	1+1	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Friday afternoon, 15 May 2026, a pilot and a passenger on-board a Sling 2 aircraft with registration ZU-IFT took off on a private flight from Morningstar Airfield in Western Cape province with the intention to land back at the same airfield. Visual meteorological conditions (VMC) prevailed at the time of the flight which was conducted under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended. According to the pilot, he conducted a local flight which lasted about 30 minutes. At the time of the flight, weather conditions were fine with a southerly wind blowing at 8 knots (kts) and a temperature of 17 degrees Celsius (°C). During landing on Runway 20, the aircraft's speed was approximately 65 kts with flaps set to 30°. The aircraft touched down hard with the nose landing gear first which collapsed on impact; as a result, the propeller struck the runway surface. The aircraft veered off to the left of Runway 20 before it came to a stop on the grass area alongside it (runway). The aircraft sustained damage to the nose landing gear and the propeller. None of the occupants was injured during the serious incident.							



Figure 1: The approximate serious incident site. (Source: Google Earth)



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

Aircraft Landing Procedure (Source: Sling 2 Pilot's Operating Handbook [POH])

Landing

4.8.1 Before Landing

1. Brakes CHECK PARK BRAKE IS OFF
2. Fuel Pumps BOTH ON

3. Airspeed 75 KIAS
4. Flaps 1 STAGE ON DOWNWIND and. 2 STAGE ON BASE
5. Trim AS NEEDED
6. Harnesses SECURE
7. Landing Light ON

4.8.2 Approach

1. Airspeed 70 – 75 KIAS
2. Flaps FULL ON FINAL
3. Trim AS REQUIRED
4. Throttle AS REQUIRED(a) (*NOT BELOW 3000 RPM*)

4.8.3 Normal Landing

1. Airspeed @50 ft 65 KIAS
2. Power IDLE IN GROUND EFFECT
3. Flare TO MINIMUM FLIGHT SPEED
4. Touchdown MAINS FIRST (*HOLD NOSE WHEEL OFF*)
5. Brakes APPLY AS NEEDED

Note: (*The nose landing gear is not designed to absorb extreme kinetic impact energy during landing. Its primary function is for steering and ground support.*)

Wheelbarrowing (Source: FAA-H-8083-3A)

When a pilot permits the aircraft weight to become concentrated about the nosewheel during the take-off or landing roll, a condition known as wheelbarrowing will occur. Wheelbarrowing may cause loss of directional control during the landing roll because braking action is ineffective, and the aircraft tends to swerve or pivot on the nosewheel, particularly in crosswind conditions. One of the most common causes of wheelbarrowing during the landing roll is a simultaneous touchdown of the main and nosewheel, with excessive speed, followed by application of forward pressure on the elevator control. Usually, the situation can be corrected by smoothly applying back-elevator pressure. However, if wheelbarrowing is encountered and runway and other conditions permit, it may be advisable to promptly initiate a go-around. Wheelbarrowing will not occur if the pilot achieves and maintains the correct landing attitude, touches down at the proper speed, and gently lowers the nosewheel while losing speed on rollout. If the pilot decides to stay on the ground rather than attempt a go-around or if directional control is lost, the throttle should be closed, and the pitch attitude should

be smoothly but firmly rotated to the proper landing attitude. Raise the flaps to reduce lift and to increase the load on the main wheels for better braking action.

Pilot's Recency Requirement

According to the pilot's flight folio, he accumulated approximately 168.7 hours on the aircraft type. However, his recent flying activity was limited. The last flight before the serious incident was conducted on 23 February 2026 during which he completed four landings; the flight lasted 0.5 hours. The flight fell within the 90-day currency period prescribed in the CAR Part 91.02.4, which requires a pilot acting as pilot-in-command (PIC) or second-in-command (SIC) in passenger-carrying operation to have completed at least three take-offs and three landings on the applicable aircraft class or type within the preceding 90 days. Accordingly, the pilot met the recency requirements stipulated in the CAR Part 91.02.4 at the time of the flight.

Findings

Pilot

1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 7 October 2005. The licence was reissued on 8 May 2025 with an expiry date of 31 March 2027.
2. The pilot had a Class 2 aviation medical certificate that was issued on 14 January 2026 with an expiry date of 14 January 2027. The pilot had no medical restrictions.
3. The pilot had a total of 170.9 hours of which 168.7 hours were accumulated on the aircraft type. The aircraft type was endorsed in his licence.
4. The pilot was medically fit and qualified to operate the aircraft at the time of the flight; however, his flying activities within the 90-day period were minimal. He only flew 0.5 hours in the preceding 90 days before the serious incident.
5. The pilot met the Civil Aviation Regulations (CAR) Part 91.02.4 recency requirements; however, his limited recent flying activity might have reduced his handling proficiency and adversely affected his performance during the serious incident flight.

Aircraft

6. The aircraft had an Authority-to-Fly (ATF) Certificate that was issued by the Regulator on 18 December 2025 with an expiry date of 25 February 2027.

7. The aircraft Certificate of Registration (C of R) was issued to the current owner on 5 February 2016.
8. The aircraft's last 100-hour annual inspection was certified on 21 November 2025 at 1238.1 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 20 November 2026 or at 1338.1 airframe hours, whichever comes first.
9. Maintenance of the aircraft was conducted by an approved person (AP) who had a valid Approved Person Certificate that was issued by the Regulator on 26 September 2024 with an expiry date of 25 September 2026. The aircraft was endorsed in the AP's operational specifications.
10. The aircraft was serviceable with no defects noted on any of its technical documentation at the time of the flight, and it was operated within the required Regulatory framework.

Environment

11. At the time of the flight, weather conditions were good with calm winds; the weather was not considered a contributing factor to this serious incident.

Mission

12. During landing, the aircraft touched down with the nose landing gear first. This resulted in an excessive impact load on the nose landing gear, exceeding its design limitations and leading to the collapse of the nose landing gear.
13. After the landing gear collapse, the propeller struck the asphalt runway surface and sustained substantial damage.
14. The aircraft veered off to the left side of the runway and came to a full stop on the grass alongside it.

Probable Cause(s)

The aircraft touched down hard with the nose gear first, creating an impact load that was beyond its design limits which caused the gear to collapse. Subsequently, the propeller struck the runway surface and the aircraft veered off to the left of the runway before it stopped.

Contributing Factor(s)

Improper landing technique.

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 desktop 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**