



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

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number		CA18/3/2/1555					
Classification	Serious Incident	Date	13 June 2026		Time	1255Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure		Cape Winelands Airport (FAWN), Western Cape Province		Place of Intended Landing		Loeriesfontein Airport (FALF), Northern Cape Province	
Place of Occurrence		Runway 23 at Cape Winelands Airport (FAWN), Western Cape Province					
GPS Co-ordinates	Latitude	26° 36' 01.0" S	Longitude	032° 19' 34.0" E	Elevation	413ft	
Aircraft Information							
Registration		ZU-DHB					
Make; Model; S/N		TL Ultralite 2000 Sting RG (Serial Number: 03 ST 54)					
Damage to Aircraft		Minor			Total Aircraft Hours		435.6
Pilot-in-command							
Licence Type		Private Pilot Licence (PPL)		Gender	Male	Age	63
Licence Valid		Yes	Total Hours	186.8	Total Hours on Type		55.9
Total Hours 30 Days		4.6		Total Flying on Type Past 90 Days			9.5
People On-board	1 + 1	Injuries	0	Fatalities	0	Other (on ground) 0	
What Happened							
On Saturday afternoon, 13 June 2026, a pilot and a passenger on-board a TL Ultralite 2000 Sting RG aircraft registered ZU-DHB took off on a private flight from Cape the Winelands Airport (FAWN) in Western Cape province with the intention to land at Loeriesfontein Airport (FALF), also in the same province. 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. The pilot stated that he completed a pre-flight inspection of the aircraft and found no anomalies. The aircraft had Aviation Gasoline100 Low Lead (Avgas 100LL) in the tank, providing approximately 5 hours of endurance. After boarding the aircraft with the passenger, the pilot started the engine and taxied to the threshold of Runway (RWY) 32. The aircraft took off and routed north-east to FALF to test equipment on another aircraft (which was on the ground at FALF). Upon reaching FALF, the pilot conducted an unmanned joining procedure, entered the circuit and configured the aircraft for landing. During the downwind checks, the pilot noticed that the nose landing gear indication light did not illuminate; however, the two lights for the main landing gear had illuminated (green). The pilot suspected a landing gear anomaly and decided to return to FAWN where technical personnel and							

ground support would be available. Whilst overhead FAWN, the pilot joined the circuit for landing on RWY 23. The nose landing gear indication remained off during the final approach checks.

The pilot continued with the approach and the aircraft touched down with the main landing gear wheels first after which the bottom cowling contacted the asphalt runway surface. As a result, the propeller struck the runway surface and the aircraft skidded for several metres (m) before coming to a stop. The aircraft was later recovered to the hangar. The pilot and the passenger disembarked from the aircraft; they were not injured. Post-landing inspection revealed minor damage to the nose landing gear, propeller blades and the bottom engine cowling structure.

The investigation revealed that the nose landing gear electric servo motor pinion had failed, thus, preventing the nose gear from extending.

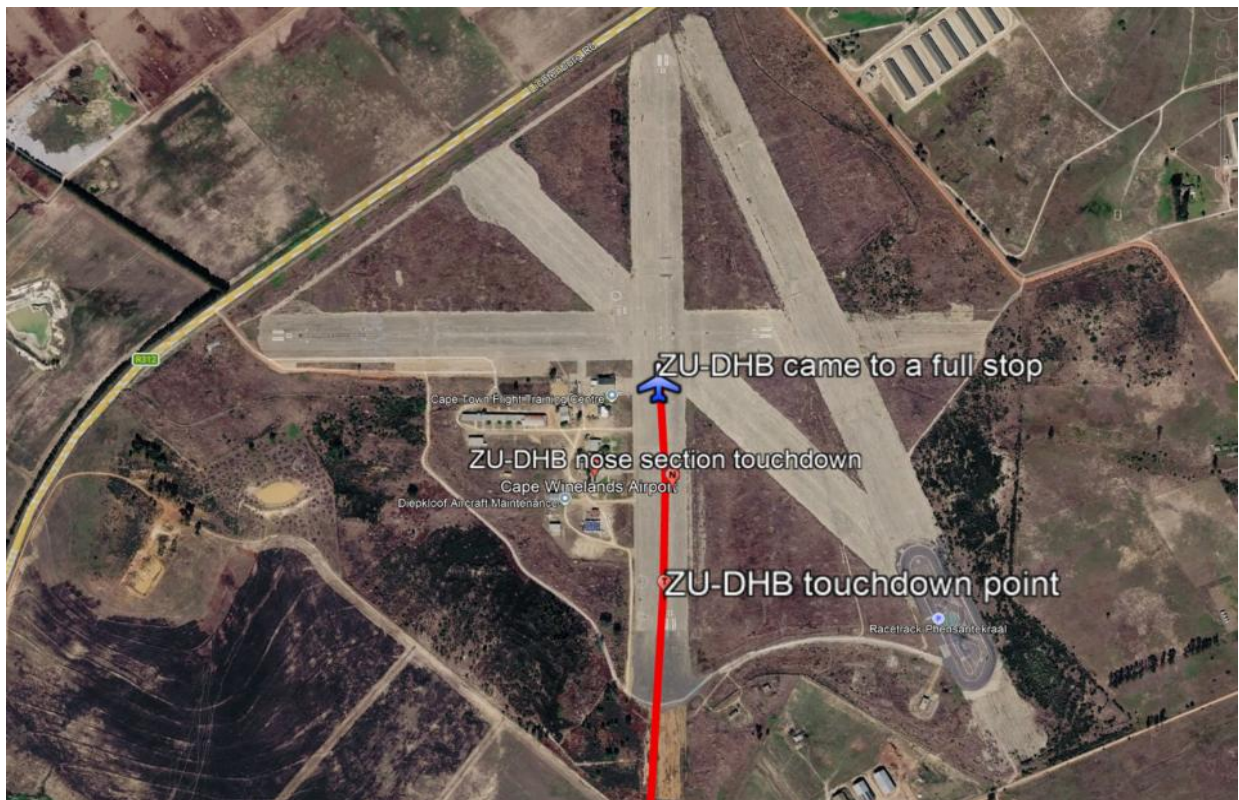


Figure 1: The approximate area on the runway where the aircraft came to rest. (Source: Google Earth)

The Landing Gear System

The 2000 Sting RG is a two-seater, low-wing composite ultralight aircraft with an engine located in the front. The landing gear is a retractable tricycle with steerable nose gear. The main wheels are fitted with hydraulically operated brakes.



Figure 2: The aircraft in the hangar after it was recovered. (Source: Pilot)



Figure 3: The amber arrow indicates the damaged propeller blade, and the blue arrow indicates the damaged cowling area. (Source: Pilot)

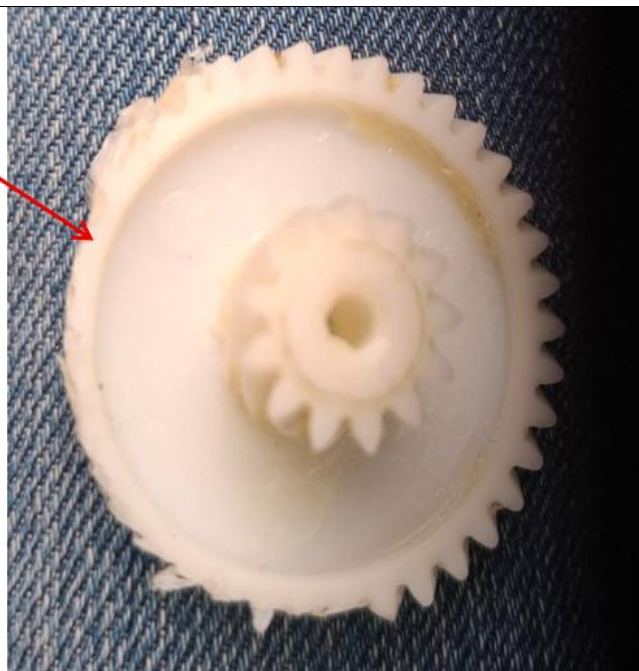
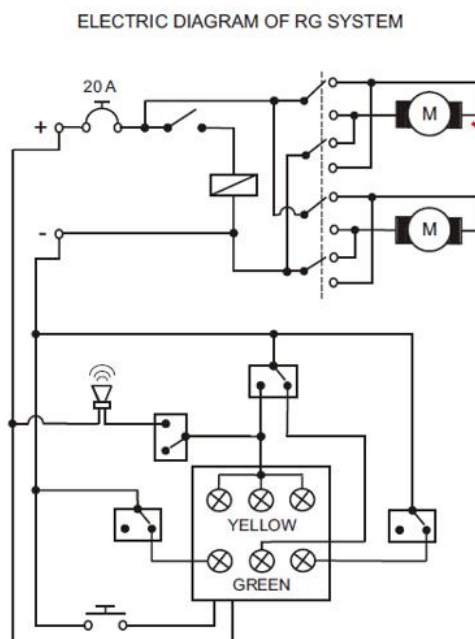


Diagram 1: The landing gear electrical diagram. The red arrow indicates the nose gear servo motor at the top, and the image on the right shows the failed pinion inside the servo motor.

Pilot

The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 15 March 2021. The PPL was renewed on 15 May 2026 with an expiry date of 30 May 2028. The pilot had a Class 2 aviation medical certificate that was issued on 20 March 2026 with an expiry date of 30 April 2027.

Aircraft

The last annual inspection of the aircraft was conducted and certified on 12 October 2025 at 390.0 airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 9 October 2026 or at 490.0 airframe hours, whichever comes first. The aircraft had a total of 435.6 hours at the time of the serious incident; it had accumulated 45.6 airframe hours since the stated annual inspection. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was issued on 26 January 2026 with an expiry date of 31 January 2027. The aircraft Certificate of Registration (C of R) was issued to the present owner on 27 March 2025. The aircraft was maintained by an approved person (AP) who had an AP Certificate that was issued by the Regulator (SACAA) on 29 July 2024 with an expiry date of 28 July 2026.

Findings
1. The pilot was qualified and properly licensed to undertake the flight. 2. The approved person (AP) who maintained the aircraft had a valid AP Certificate that was issued by the Regulator. 3. The aircraft records indicated that the aircraft was properly maintained. 4. The weather conditions were not a contributory factor to this serious incident. 5. The nose landing gear failed to extend during final approach at Loeriesfontein Airport (FALF). The pilot returned to the take-off airport (Cape Winelands Airport [FAWN]) where technical personnel and ground support were available. 6. The aircraft touched down on Runway 23 with the main landing gear and skidded; it came to rest on the runway. The aircraft was subsequently recovered to the hangar. Post-flight inspection revealed that the nose landing gear electric servo motor pinion had failed, preventing the nose landing gear extension mechanism from operating.
Probable Cause(s)
A failed electric servo motor pinion prevented the nose landing gear from extending during landing, which resulted in damage to the nose gear, propeller blades and cowling structure.
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 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**