

PRELIMINARY ACCIDENT REPORT

Accident and Incident Investigations Division

Accident
- Preliminary Report -
AIID Ref No: CA18/2/3/10572



Figure 1: The file picture of ZS-KSL aircraft.

(Source: <https://www.avcom.co.za/phpBB3/viewtopic.php?t=13070&start=8160>)

Description:

On Tuesday morning, 1 April 2025, a Grade II flight instructor (FI) and a pilot on-board a Cessna 152 aircraft with registration ZS-KSL were engaged in a recurrency training flight from Virginia Aerodrome (FAVG) in Durban, KwaZulu-Natal province, with the intention to return to the same aerodrome when the accident occurred.

The air traffic control (ATC) officer who was on duty stated that the aircraft departed from FAVG Runway 05 with a fuel endurance of four hours and routed to the general flying area (GFA) where the crew performed a few exercises. After approximately 20 minutes, the pair routed back to FAVG and performed a successful touch-and-go landing on Runway 05. Thereafter, they flew a circuit during which they requested to perform another touch-and-go landing on the same runway. The aircraft approached with the flaps down and it impacted the treetops at Beachwood Golf Course, approximately 300 metres (m) short of Runway 05 threshold. The aircraft rested in an upright position amidst the trees. The ATC officer activated the crash alarm and the Aerodrome Rescue and Firefighting (ARFF) team dispatched to the accident scene. The pilots sustained minor injuries; they were taken to the hospital for further examination after first aid was administered to them and were released on the same day. The aircraft sustained substantial damage during the accident sequence.

Occurrence Details

Reference Number	: CA18/2/3/10572
Occurrence Category	: Category 1 (Accident)
Type of Operation	: Training (Part 141)
Name of Operator	: AAA 4 Pilots Flight School
Aircraft Registration	: ZS-KSL
Aircraft Make and Model	: Cessna C152
Nationality	: South African
Registration Marks	: ZS-KSL
Place	: Approximately 300 metres (m) from the threshold of Runway 05 at Virginia Aerodrome (FAVG), KwaZulu-Natal Province
Date and Time	: 1 April 2025 at 0730Z
Injuries	: Minor
Damage	: Substantial

Purpose of the Investigation

In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CAR) 2011, 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.

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.

Investigation Process

The Accident and Incident Investigations Division (AIID) was notified of the accident involving a Cessna C152 which occurred approximately 300 metres (m) from the threshold of Runway 05 at Virginia Aerodrome (FAVG), KwaZulu-Natal province, on 1 April 2025 at 0730Z. The occurrence was classified as an accident according to the CAR 2011 Part 12 and the International Civil Aviation Organisation (ICAO) STD Annex 13 definitions. Notification was sent to the State of Registry and Operator in accordance with the CAR 2011 Part 12 and the ICAO Annex 13 Chapter 4. The States did not appoint an accredited representative and/or an advisor. The investigators were dispatched to the accident site.

The AIID reports are made available to the public at:

<https://www.caa.co.za/industry-information/accidents-and-incidents/>

Notes:

- Whenever the following words are mentioned in this report, they shall mean the following:
Accident — this investigated accident
Aircraft — the Cessna C152 involved in this accident
Investigation — the investigation into the circumstances of this accident
Pilot — the pilot involved in this accident
Report — this accident report*
- Photos and figures used in this report were taken from different sources and may have been adjusted from the original for the sole purpose of improving clarity of the report. Modifications to images used in this report were limited to cropping, magnification, file compression; or enhancement of colour, brightness, contrast; or addition of text boxes, arrows, or lines.*

Disclaimer

This report is produced without prejudice to the rights of the AIID, which are reserved.

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Abbreviation	Description
°	Degrees
°C	Degrees Celsius
AGL	Above Ground Level
AIID	Accident and Incident Investigations Division
AMO	Aircraft Maintenance Organisation
ARCC	Aeronautical Rescue Coordination Centre
ARFF	Aerodrome Rescue and Firefighting
ATC	Air Traffic Control
ATO	Aviation Training Organisation
CAR	Civil Aviation Regulations
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
CPL	Commercial Pilot Licence
CRS	Certificate of Release to Service
CVR	Cockpit Voice Recorder
FAVG	Virginia Aerodrome
FDR	Flight Data Recorder
FI	Flight Instructor
ft	Feet
GPS	Global Positioning System
GF	General Flying
hPa	Hectopascal
kt	Knots
Lbs	Pounds
m	Metres
METAR	Meteorological Aerodrome Report
MPI	Mandatory Periodic Inspection
POH	Pilot's Operating Handbook
PPL	Private Pilot Licence
QNH	Altitude Above Mean Sea Level
SACAA	South African Civil Aviation Authority
SAWS	South African Weather Service
SP	Student Pilot
TML	Limited period of 6 months validity of medical certificate
TSI	Technical Service Instructions
VMC	Visual Meteorological Conditions
VML	Valid only with correction for defective distant, intermediate and near vision
Z	Zulu (Term for Universal Co-ordinated Time - Zero Hours Greenwich)

1. FACTUAL INFORMATION

1.1. History of Flight

- 1.1.1. On Tuesday morning, 1 April 2025, a Grade II flight instructor (FI) and a pilot on-board a Cessna 152 aircraft with registration ZS-KSL were engaged in a recurrency training flight from Virginia Aerodrome (FAVG) in Durban, KwaZulu-Natal province, with the intention to return to the same aerodrome. The training was towards the pilot's renewal of his Private Pilot Licence (PPL). Visual meteorological conditions (VMC) by day prevailed at the time of the flight which was conducted under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011 as amended.
- 1.1.2. The air traffic control (ATC) officer stated that the aircraft had a fuel endurance of four hours at departure from FAVG Runway 05 before it routed to the designated general flying area (GFA) for the training exercises. The FI stated that the training exercises were successfully completed at approximately 3 500 feet (ft) south of the Illovo River in Durban before they routed back to FAVG. Visibility was about 10 kilometres (km) at the time of the flight.
- 1.1.3. The FI stated that approximately 40 minutes after departure from FAVG to the GFA, they routed back to FAVG to perform circuit training, including touch-and-go landing exercises. The first touch-and-go was successfully executed on Runway 05 with stage two flaps selected. The aircraft then climbed to 500ft above ground level (AGL), joined the right-side circuit, and levelled off at 800ft. On the downwind leg, all relevant checks and procedures for a flapless landing were completed. The crew requested to conduct another touch-and-go landing on Runway 05. On final approach for Runway 05, the ATC officer cleared the crew for a touch-and-go landing. The aircraft approached with the flaps in the UP position. The FI stated that whilst the aircraft was approximately 250ft AGL, they encountered a windshear and, thus, instructed the pilot to increase power. The pilot applied power but the throttle was unresponsive; it felt as though it had jammed. The engine did not generate the additional thrust and the aircraft entered an uncommanded descent and impacted the treetops at Beachwood Golf Course, approximately 300 metres (m) short of the threshold of Runway 05. The aircraft came to rest on top of the trees in an upright position. The crew performed the engine shutdown checks and, thereafter, disembarked from the aircraft unassisted. They both sustained minor injuries.
- 1.1.4. After the accident, the ATC officer on duty activated the crash alarm and the Aerodrome Rescue and Firefighting (ARFF) personnel dispatched to the accident site. The Aeronautical Rescue Coordination Centre (ARCC) was notified of the accident and

thereafter, initiated a full-scale emergency response, including the deployment of the local Emergency Medical Services(EMS) personnel. After the arrival of the EMS personnel, the pilots were given first aid and were later taken to the hospital for observation. They were both discharged on the same day. The aircraft was substantially damaged.

1.1.5. The accident occurred during the day, approximately 300m from the threshold of FAVG Runway 05 at Global Positioning System (GPS) co-ordinates determined to be S29°46′33.5″ E31°03′18.1″.

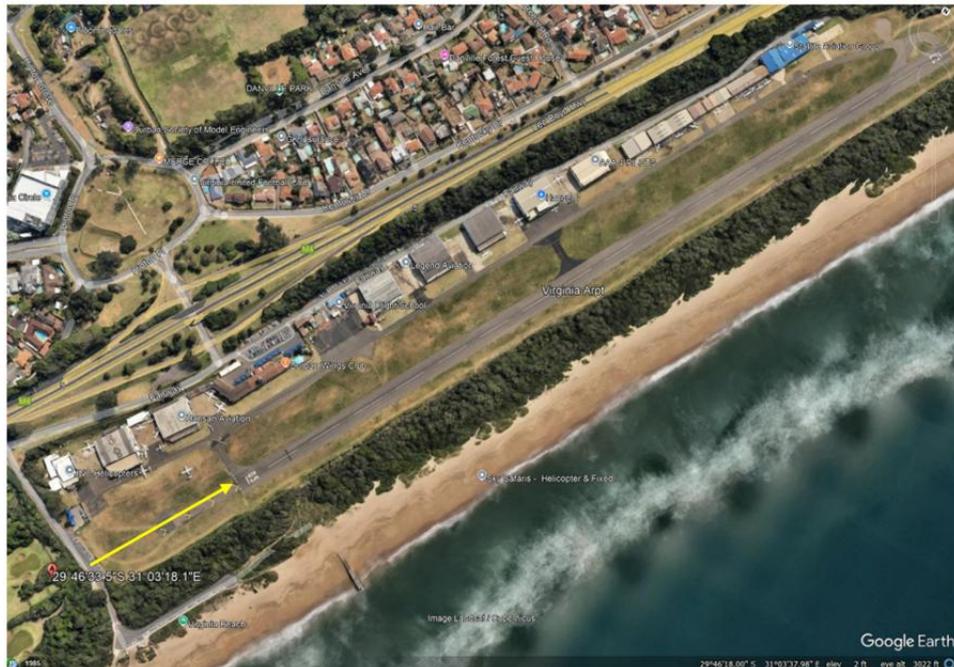


Figure 2: Aerial view of the accident site. The yellow arrow indicates the distance between the crash site and FAVG Runway 05 threshold. (Source: Google Earth)



Figure 3: The aircraft and the emergency vehicles at the accident site. (Source: Operator)

1.2. Injuries to Persons

Injuries	Pilot	Crew	Pass.	Total On-board	Other
Fatal	-	-	-	-	-
Serious	-	-	-	-	-
Minor	2	-	-	2	-
None	-	-	-	-	-
Total	2	-	-	2	-

Note: Other means people on the ground.

1.2.1. The FI and the pilot sustained minor injuries.

1.3. Damage to Aircraft

1.3.1. The aircraft was substantially damaged.



Figure 4: The aircraft post removal from the treetops.

1.4. Other Damage

1.4.1. No other damage was reported.

1.5. Personnel Information

Flight Instructor (FI)

Nationality	South African	Gender	Male	Age	76
Licence Type	Commercial Pilot Licence (CPL)				
Licence Valid	Yes	Type Endorsed	Yes		
Ratings	Instructor Grade II (A), Night rating (A), Test Pilot rating (Class 2) A, Instrument rating (A)				
Medical Expiry Date	31 May 2025				
Restrictions	VML (Valid only with correction for defective distant, intermediate and near vision) and TML (Limited period of 6 months validity of medical certificate)				
Previous Accidents	None				

Note: Previous accidents refer to past accidents the pilot was involved in, when relevant to this accident.

Flying Experience:

Total Hours	6 380
Total Past 24 Hours	0
Total Past 7 Days	3.2
Total Past 90 Days	45
Total on Type Past 90 Days	40
Total on Type	3 100

1.5.1. The FI had a Commercial Pilot Licence (CPL) that was initially issued by the Regulator (SACAA) on 18 August 1997. The latest CPL had an expiry date of 30 June 2025. The FI had a Class 1 medical certificate that was issued on 23 November 2024 with an expiry date of 31 May 2025. The aircraft type was endorsed on his licence.

1.5.2. The FI had accumulated a total of 6 380 flying hours of which 3 100 hours were on the aircraft type. The FI also had a Grade II Instructor rating and a Class II rating for instrument and test pilot.

Pilot

Nationality	Indian	Gender	Male	Age	28
Licence Type	Private Pilot Licence (PPL)				
Licence Valid	Yes	Type Endorsed	Yes		
Ratings	Night rating (A)				
Medical Expiry Date	31 August 2025				
Restrictions	None				
Previous Accidents	None				

Flying Experience:

Total Hours	203.8
Total Past 24 Hours	0
Total Past 7 Days	0
Total Past 90 Days	6
Total on Type Past 90 Days	6
Total on Type	66.8

- 1.5.3. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 19 July 2019. The latest PPL had an expiry date of 30 April 2025. The pilot had a Class 2 medical certificate that was issued on 30 August 2024 with an expiry date of 31 August 2025. The aircraft type was endorsed on his licence.
- 1.5.4. The pilot had accumulated a total of 203.8 flying hours of which 66.8 hours were on the aircraft type.
- 1.5.5. The pilot had a Level 6 language proficiency in accordance with the ICAO standards.

1.6. Aircraft Information

- 1.6.1. The following information is an extract from the Cessna C152 Pilot's Operating Handbook (POH):

The aircraft is a high-wing, all-metal, two-seat, single-engine airplane with tricycle landing gear designed for general utility operations. The fuselage features a semi monocoque structure composed of formed sheet metal bulkheads, stringers and skin. Key structural elements include front and rear carry-through spars for wing attachment, reinforced bulkheads at the base of the door posts for main landing gear and wing strut attachments, and engine mount stringers extending from the forward door posts to the firewall. The externally braced wings incorporate fuel tanks and are built using front and rear spars with sheet metal ribs, doublers and stringers, all covered in aluminium skin. Conventional ailerons and single-slotted flaps are mounted on the wing's trailing edge, with the ailerons featuring balance weights and corrugated aluminium skin.

The empennage consists of a traditional tail assembly including the vertical stabiliser, rudder, horizontal stabiliser and elevator. The vertical stabiliser is constructed using a spar, sheet metal ribs, a dorsal fin and a wrap-around skin, while the rudder includes a leading-edge extension with a balance weight and a ground-adjustable trim tab. The horizontal stabiliser comprises a forward and main spar, internal stiffeners and an

actuator for the elevator trim tab. The elevator is built with a central spar and bellcrank, with the right half featuring a full span hinged trim tab and both tips incorporating balance weights in the leading edges. The aircraft's overall construction reflects a robust and aerodynamically efficient design suited for training and general-purpose flight operations.

The aircraft is powered by a Lycoming O-235-L2C engine. It is a four-cylinder, horizontally opposed, air-cooled engine with overhead valves and a carburettor. The engine uses a wet sump oil system and produces 110 horsepower at 2550 RPM. Key components mounted at the front of the engine include the starter, a belt-driven alternator and an oil cooler. At the rear, dual magnetos are installed on the accessory drive pad. The engine is also designed to accommodate a vacuum pump and a full-flow oil filter.

Airframe:

Manufacturer/Model	Cessna Aircraft Company	
Serial Number	15284728	
Year of Manufacture	1981	
Total Airframe Hours (At Time of Accident)	9 116.75	
Last Inspection (Date & Hours)	07 December 2024	9 036.91
Airframe Hours Since Last Inspection	79.84	
CRS Issue Date	07 December 2024	
C of A (Issue Date & Expiry Date)	14 September 2014	30 September 2025
C of R (Issue Date) (Present Owner)	20 June 2024	
Operating Category	Training (Part 141)	
Type of Fuel Used	Avgas 100LL	
Previous Accidents	None	

Note: Previous accidents refer to past accidents the aircraft was involved in, when relevant to this accident.

Engine:

Manufacturer/Model	Textron Lycoming
Serial Number	L-2179915
Part Number	O-235-L2C
Hours Since New	9 036.91
Hours Since Overhaul	1 316.74

Propeller:

Manufacturer/Model	McCauley Propeller
Serial Number	K5863
Part Number	1A103/TCM
Hours Since New	9 037.31
Hours Since Overhaul	577.8

- 1.6.2. The aircraft had a valid Certificate of Airworthiness (C of A) that was issued by the Regulator on 14 September 2014 with an expiry date of 30 September 2025.
- 1.6.3. The mandatory periodic inspection (MPI) of the aircraft was conducted on 7 December 2024. The aircraft maintenance organisation (AMO) that conducted the maintenance had issued the Certificate of Release to Service (CRS) on 7 December 2024 at 9 036.91 airframe hours with an expiry date of 7 December 2025 or at 9 136.91 airframe hours, whichever comes first.
- 1.6.4. The aircraft's weight and balance calculation of 1 618.05 pounds (lbs) was within the maximum allowable take-off weight of 1 670 (lbs), according to the Pilot's Operating Handbook (POH).
- 1.6.5. The aircraft's maintenance documentation, including records for the airframe, engine, propeller and flight folio, as well as MPI reports were reviewed. Preliminary findings indicated that the aircraft was maintained in accordance with (IAW) the manufacturer's prescribed maintenance procedures. All applicable Service Letters (SL), Service Bulletins (SB), Technical Service Instructions (TSI) and Supplementary Inspection Documents (SID) were complied with during the maintenance activities. These procedures were conducted by the approved AMO and the aircraft owner to ensure continued airworthiness of the aircraft.

1.7. Meteorological Information

- 1.7.1. The weather information below was obtained from the FI via the pilot questionnaire form. An official weather report has been requested from the South African Weather Service and will be presented in the final report.

Wind Direction	060°	Wind Speed	10kt	Visibility	9999m
Temperature	24°C	Cloud Cover	CAVOK	Cloud Base	5000ft
Dew Point	22°C	QNH	N/A		

1.8. Aids to Navigation

- 1.8.1. The aircraft was equipped with standard navigational equipment as approved by the Regulator (SACAA). There were no records indicating that the navigational equipment was unserviceable prior to the flight.

1.9. Communication

1.9.1. The aircraft was equipped with a standard communication system as approved by the Regulator. There were no recorded defects with the communication system prior to the flight.

1.10. Aerodrome Information

1.10.1. The accident occurred approximately 300m from the threshold of FAVG Runway 05.

Aerodrome Location	Durban, Kwa Zulu-Natal Province
Aerodrome Status	Licensed
Aerodrome GPS coordinates	29°46.25' South, 31°3.62' East
Aerodrome Elevation	20.0 feet
Runway Headings	05/23
Dimensions of Runway Used	925m x 22m
Heading of Runway Used	05
Surface of Runway Used	Asphalt
Approach Facilities	Nil
Radio Frequency	120.60 MHz

1.11. Flight Recorders

1.11.1. The aircraft was neither equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR), nor was it required by regulation to be fitted to the aircraft type.

1.12. Wreckage and Impact Information

1.12.1. The aircraft impacted the Beachwood Golf Course treetops, approximately 300m short of the threshold of FAVG Runway 05. Upon inspection of the aircraft after the accident, the engine oil level was found at the maximum mark after a dipstick check was conducted. There was no trace of oil leakage found at the accident site. A significant amount of fuel was observed leaking from the fuel tanks; the ARFF team administered foam to avoid the possibility of a post-impact fire. The instrument panel had remained intact. The engine was found intact and in good condition. It was noted that the throttle friction nut was set to maximum friction, and the mixture control was found leaned (lean position). The battery terminal had remained connected during the accident sequence.



Figure 5: The aircraft at its resting position on top of the trees.

1.12.2. The aircraft rested upright after the accident; it was substantially damaged.



Figure 6: Right side wing of the aircraft as found at the accident site.

1.12.3. The empennage separated after impact. The elevator and rudder sustained severe damage, however, the control rods remained intact.



Figure 7: The severed empennage.

1.12.4. The nose landing gear showed signs of deformation, but it was still attached to the fuselage. Both propeller blades exhibited signs of impact damage; the propeller had slightly bent inwards.



Figure 8: The damaged propeller.

1.13. **Medical and Pathological Information**

1.13.1. None.

1.14. **Fire**

1.14.1. No pre- or post-impact fire was observed. However, there was significant fuel spillage. The fire department responded promptly and took the necessary actions to mitigate the fire hazards and risks by applying foam.

1.15. **Survival Aspects**

1.15.1. The accident was deemed survivable. The aircraft came to rest atop tree branches which prevented structural intrusion into the cockpit and cabin areas. All occupants were properly secured with seat belts at the time of the accident.

1.16. **Tests and Research**

1.16.1. The aircraft was recovered to a hangar at FAVG. A fuel sample was drained from the gascolator, and no fuel contamination was observed.

1.16.2. The following components were examined by a SACAA-approved AMO based at FAVG on 3 April 2025 to determine an alleged throttle control failure of the aircraft (as per the FI and the pilot statement after the accident).

The Throttle Control Cable:

Make: McFarlane FAA PMA

Part Number: MC9863056-1

Batch Reference: JO#33196

Eligibility Reference: McFarlane Aviation Product Page

Findings:

- I. Before the removal of the throttle cable, it was noted that the friction nut inside the cockpit was overly tightened, which restricted the movement of the throttle control cable.



Figure 9: Throttle and mixture as found at the accident site.



Figure 10: The throttle control cable nut.

- II. After the removal of the throttle cable, the throttle control cable was inspected and found to be in good condition, with no visible signs of wear or damage.



Figure 11: The throttle control cable.

The Carburettor:

Make: Marvel Schebler

Model: MA-3 PA

Findings:

- I. The carburettor was removed and thoroughly inspected; adequate fuel was found which ruled out fuel starvation as a contributing factor to the accident.
- II. The carburettor levers, shaft and butterfly valve were examined for signs of damage, wear or defects that could have contributed to the throttle control failure.
- III. The carburettor was determined to be in good condition with no defects identified.

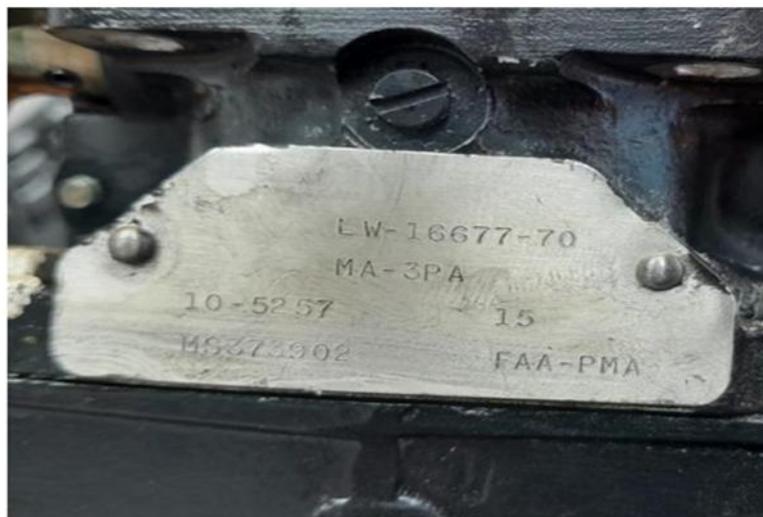


Figure 12: The carburettor.

1.16.3. Starter Bendix:

Specification: The precision aircraft starter's Bendix gear, used on a Lycoming O-320 engine, is designed to disengage automatically when the engine reaches a speed of around 400 revolutions per minute (RPM) at the crankshaft.

Findings:

- I. It was observed that the starter's Bendix gear remained engaged, indicating an attempted engine restart. The Bendix gear can only disengage when the engine is rotating; and, on similar Lycoming engines, it typically disengages at approximately 400 RPM.

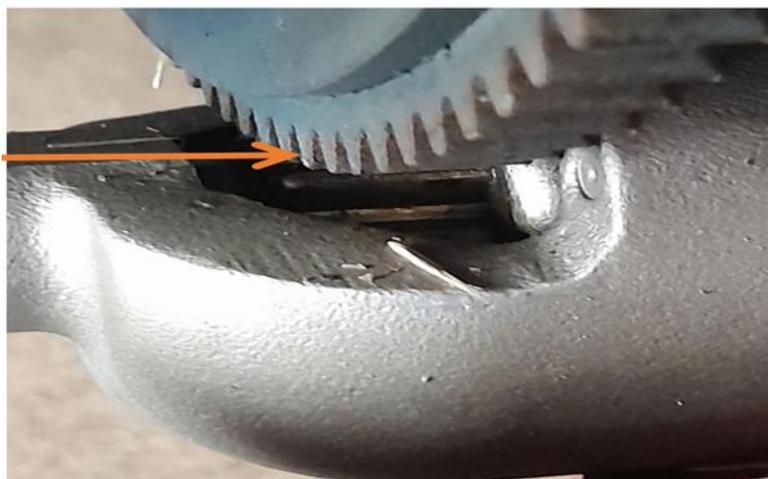


Figure 13: Engaged starter Bendix gear.

1.17. Organisational and Management Information

- 1.17.1. This was a training flight conducted under the provisions of Part 141 of the CAR 2011 as amended.
- 1.17.2. The ATO was issued the ATO Certificate on 4 December 2020 with an expiry date of 30 June 2025.
- 1.17.3. The ATO had an approved training programme as required by the Regulator.
- 1.17.4. Flight authorisation sheets were last updated on 29 March 2025. The accident occurred on 1 April 2025.
- 1.17.5. An incomplete SACAA ad hoc audit was conducted on 19 December 2024. The investigator was unable to ascertain the level of safety compliance of the operator in line with Part 140 of the CAR 2011. At the time of the investigation, the ATO had a valid Operations Specifications Certificate.

1.18. **Additional Information**

1.18.1. An extract from the Cessna C152 POH:

Emergency Landing Without Engine Power

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Airspeed – 65 KIAS (flaps UP),
60 KIAS (flaps DOWN).
2. Mixture – IDLE CUT-OFF.
3. Fuel Shutoff Valve – OFF.
4. Ignition Switch – OFF
5. Wing Flaps – AS REQUIRED (30° recommended).
6. Master Switch – OFF.
7. Doors – UNLATCH PRIOR TO TOUCHDOWN.
8. Touchdown – SLIGHTLY TAIL LOW.
9. Brakes – APPLY HEAVILY.

1.18.2. An extract from the Cessna 152 POH

Procedure to Secure the Aircraft After Shutdown and Prior to Exiting:

SECURING AIRPLANE

1. Parking Brake – SET.
2. Radios, Electrical Equipment – OFF.
3. Mixture – IDLE CUT-OFF (pull full out).
4. Ignition Switch – OFF.
5. Master Switch – OFF.
6. Control Lock – INSTALL.

1.18.3. The ATC flight progress strip with ZS-KSL information.

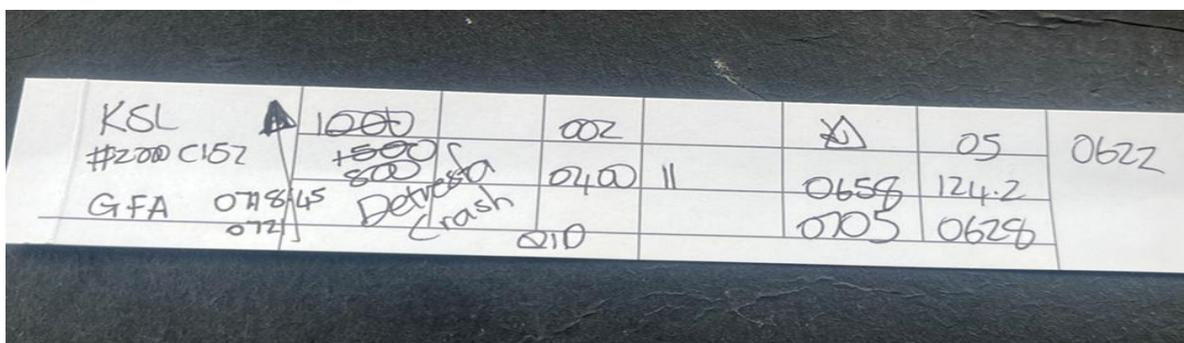


Figure 14: Flight progress strip.

1.18.4. The weight and balance of the aircraft.

A/C REG: ZS-KSL LIC NO: 0275007603			
MASS & BALANCE			
STATION	WT(lbs)	ARM(IN)	MOM/1000
BEW	1175.05	31.02	36924.66
PILOT/ PAX	284	39.0	11076
BAGGAGE	10	64.0	640
ZFW	1470.05	33.08	48640.66
FW(6LBS/USG)	147	39.0	5733
TOTAL A/C WT	1617.05	33.6	54373.66
DATE: 01-04-2025 INST SIGN: 			

Figure 15: Recorded weight and balance calculations.

According to the POH, the maximum weight is 1668.89 lbs. The aircraft was 1617.05 lbs, which was within its limit.

1.19. Useful or Effective Investigation Techniques

1.19.1. None.

2. FINDINGS

2.1. General

From the available evidence, the following preliminary findings were made with respect to this accident. These shall not be read as apportioning blame or liability to any organisation or individual.

To serve the objective of this investigation, the following sections are included in the conclusions heading:

- **Findings** — are statements of all significant conditions, events, or circumstances in this accident. The findings are significant steps in this accident sequence, but they are not always causal or indicate deficiencies.

2.2. Findings

Personnel

2.2.1. The FI had a Commercial Pilot Licence (CPL) that was issued on 18 August 1997. The licence was renewed on 6 July 2024 with an expiry date of 30 June 2025. The FI had flown a total of 6 380 hours of which 3 100 hours were on the aircraft type. The FI also

had a Night rating and a Grade II instructors rating for the aircraft type. The aircraft was endorsed on his licence and logbook.

2.2.2. The FI was issued a Class 1 aviation medical certificate on 23 November 2024 with an expiry date of 31 May 2025. The FI is required to undergo a medical examination every 6 months.

2.2.3. The pilot had a valid Private Pilot Licence (PPL) with an expiry date of 30 April 2025. The pilot had flown a total of 203.8 hours of which 66.8 hours were on the aircraft type. The aircraft was endorsed on his licence and logbook. The pilot had a Class 2 medical certificate that was issued on 30 August 2024 with an expiry date of 31 August 2025.

Aircraft

2.2.4. The last MPI of the aircraft was conducted and certified on 7 December 2024 at 9 036.91 airframe hours. The aircraft had accrued 79.84 hours since the last MPI. The maintenance was conducted in accordance with the Cessna C152 Maintenance Manual as well as procedures stipulated by the Regulator.

2.2.5. The aircraft had a valid Certificate of Airworthiness (C of A) that was initially issued on 14 September 2014. The C of A had an expiry date of 30 September 2025.

2.2.6. The Certificate of Release to Service (CRS) was issued on 7 December 2024 with an expiry date of 7 December 2025 or at 9 136.91 hours, whichever comes first.

2.2.7. The Certificate of Registration (C of R) was issued to the present owner on 20 June 2024.

2.2.8. The throttle friction nut was overly tightened and this significantly limited throttle travel, thus, restricting the pilot's ability to command increased power.

2.2.9. The engaged starter Bendix gear normally designed to disengage at approximately 400 RPM suggested an attempted engine restart. This is consistent with a scenario in which the engine was operating at a low RPM.

2.2.10. During post-engine examination of the aircraft, the propeller rotated without restriction which indicated that the starter Bendix gear was engaged, and no fault with the engine was established.

ATO

2.2.11. The ATO was issued the ATO Certificate on 4 December 2020 with an expiry date of 30 June 2025.

2.2.12. The ATO had an approved training programme.

2.2.13. An incomplete audit was conducted at the ATO on 19 December 2024.

3. ON-GOING INVESTIGATION

3.1. The AIID investigation is on-going and the investigators will investigate other aspects of this occurrence which may or may not have safety implications.

4. SAFETY RECOMMENDATIONS

4.1. General

The safety recommendations listed in this report are proposed according to paragraph 6.8 of Annex 13 to the Convention on International Civil Aviation and are based on the conclusions listed in heading 3 of this report. The AIID expects that all safety issues identified by the investigation are addressed by the receiving States and organisations.

4.2. Safety Recommendation

4.2.1. It was recommended to the SACAA that the ATO should be subjected to a surveillance audit to determine if there is a satisfactory level of safety compliance for continued operation.

Safety Action Taken

4.2.2. The SACAA has advised that a surveillance audit will be scheduled.

5. APPENDICES

5.1. None.

This report is issued by:

**Accident and Incident Investigations Division
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