



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

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/2/3/10656						
Classification	Accident	Date	27 May 2026		Time	0816Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Howick Airfield (FAHC), KwaZulu-Natal Province			Place of Intended Landing	Vereeniging Airfield (FAVV), Gauteng Province		
Place of Occurrence	Runway 21 at Vereeniging Airfield (FAVV)						
GPS Co-ordinates	Latitude	26° 34' 12.0" S		Longitude	027° 57' 37.0" E	Elevation	4 846ft
Aircraft Information							
Registration	ZU-EHX						
Make; Model; S/N	Bushbaby (Serial Number: 098)						
Damage to Aircraft	Substantial			Total Aircraft Hours	630.75		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)			Gender	Male	Age	61
Licence Valid	Yes	Total Hours	503		Total Hours on Type	7.75	
Total Hours 30 Days	12.2			Total Flying on Type Past 90 Days	7.75		
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Wednesday morning, 27 May 2026, a pilot on-board a Bushbaby aircraft registered ZU-EHX was engaged in a private flight from Howick Airfield (FAHC) in KwaZulu-Natal province to Vereeniging Airfield (FAVV) in Gauteng province with the intention to refuel the aircraft before proceeding to Delareyville Airfield (FADL) in North West province for a final stop. 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 reported that he conducted a pre-flight inspection and noted no anomalies with the aircraft. The aircraft had a total of 50 litres (L) of Motor gasoline (Mogas) in the tanks. Clear weather conditions prevailed at the time. The aircraft took off at approximately 0545Z and routed north-west towards FAVV. At approximately 0800Z, it reached FAVV and joined downwind Runway (RWY) 21. During final approach, the pilot applied the flaps halfway and landed the aircraft at a speed of 65 miles per hour (56 knots). During the landing roll, he lost directional control of the aircraft, and it veered to the right of the runway. The main right wheel impacted an anthill which caused the aircraft to nose over; it came to rest in the tall grass in an inverted position approximately 15 metres (m) from RWY 21. The pilot was able to disembark from the aircraft; he							

was not injured. The aircraft sustained damage to one of the propeller blades, oil line (hose) and fuselage during the accident sequence.



Figure 1: An aerial view of FAVV. The blue arrow indicates direction of landing.
(Source: Google Earth)



Figure 2: The aircraft at the accident site after it was recovered to an upright position.
(Source: Pilot)



Figures 3 and 4: The damaged propeller blade (left picture), and the impacted anthill (right).
(Source: Pilot)

Pilot

The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 11 November 1981. The latest PPL was renewed on 22 November 2025 with an expiry date of 30 November 2027. The pilot had a Class 2 aviation medical certificate that was issued on 19 November 2025 with an expiry date of 19 November 2026. The pilot had a total of 503 hours of which 7.75 hours were acquired on the aircraft type (tail dragger).

Aircraft Information

The last annual inspection of the aircraft was conducted and certified on 25 May 2026 at 624.15 total hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 24 May 2027 or at 724.15 airframe hours, whichever comes first. The aircraft had a total of 630.75 hours at the time of the accident. It had accumulated a total of 6.6 airframe hours since the last annual inspection. The aircraft had a valid Authority-to-Fly (ATF) Certificate that was issued on 20 August 2025 with an expiry date of 31 May 2026. The aircraft Certificate of Registration (C of R) was issued to the present owner on 13 July 2026. The aircraft was undergoing a change of ownership during the time of the accident. The aircraft was maintained by an approved person (AP) who had an Approved Person Certificate that was issued by the Regulator on 18 March 2025 with an expiry date of 17 March 2027.

Aircraft Performance: Landing (Source: Pilot's Operating Handbook [POH])

Normal Landing (Approach)

The aircraft can be landed at all flap settings. The maximum flap position (30) should be used to land on short runways under favourable wind conditions (no crosswind component, very light wind and low gusts).

<i>Approach speed:</i>	<i>55kts (102 km/h)</i>
<i>Flaps in final:</i>	<i>15 long airfields, gusty conditions or crosswind. 30 only on final for short runways and when conditions permit.</i>
<i>Airspeed on final:</i>	<i>52kts (96 km/h) with flaps 30</i>
<i>Flare:</i>	<i>Smoothly, nose not too high; avoid ballooning.</i>
<i>After touchdown:</i>	<i>Stick smoothly back to relieve nose wheel.</i>
The aircraft was landed at 56 knots, which was higher than the 52kts recommended in the POH.	
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 (SACAA). 3. The records indicated that the aircraft was properly maintained. 4. The weather conditions were not a contributory factor to this accident. 5. The aircraft touched down at an airspeed of 56kts, which was above the recommended 52kts in the aircraft Pilot's Operating Handbook. The pilot lost directional control during the landing roll and the aircraft veered to the right side of the runway before the right main landing gear struck an anthill and nosed over.	
Probable Cause(s)	
The aircraft touched down above the recommended speed which led to loss of directional control and a runway excursion; the aircraft impacted an anthill and nosed over.	
Contributing Factor(s)	
Limited experience with the tail dragger aircraft.	
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 desk top enquiries to bring awareness of potential safety issues to the industry in respect of this occurrence, as well</i>	

<i>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**