

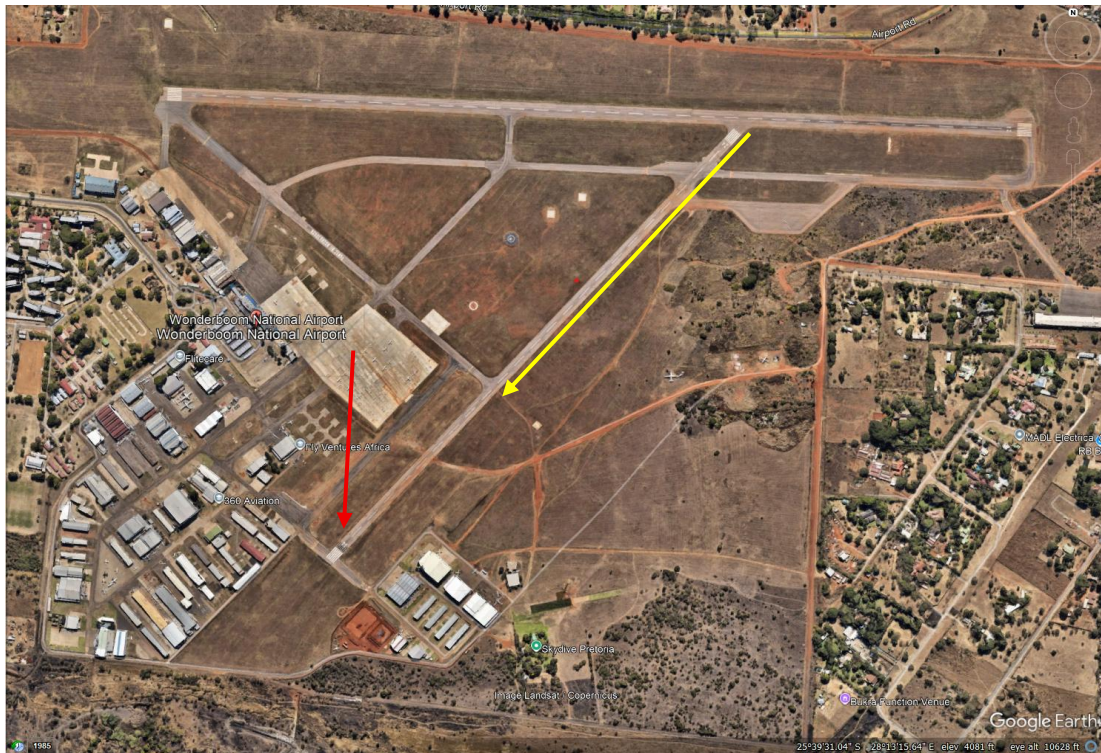


## LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

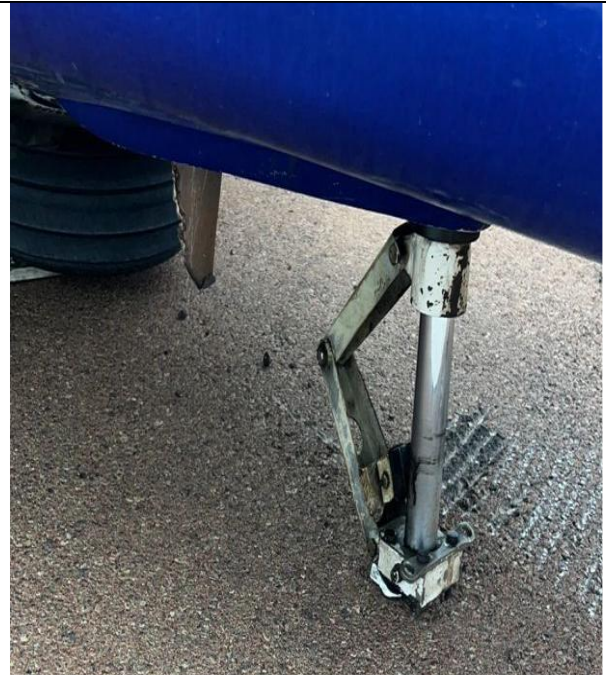
<b>Reference Number</b>	CA18/3/2/1533						
<b>Classification</b>	Serious Incident	<b>Date</b>	13 February 2026		<b>Time</b>	1025Z	
<b>Type of Operation</b>	Training (Part 141)						
<b>Location</b>							
Place of Departure	Wonderboom Airport (FAWB), Gauteng Province		Place of Intended Landing	Wonderboom Airport (FAWB), Gauteng Province			
Place of Occurrence	Runway 24 at Wonderboom Airport (FAWB)						
GPS Co-ordinates	Latitude	25° 25' 39.29" S	Longitude	028° 13' 14.62" E	Elevation	4 081 ft	
<b>Aircraft Information</b>							
Registration	ZS-EOZ						
Make; Model; S/N	Piper; PA-28-140 Cherokee (Serial Number: 28-22041)						
Damage to Aircraft	Substantial		Total Aircraft Hours	11 937.4			
<b>Pilot-in-command</b>							
Licence Type	Commercial Pilot Licence (CPL)		Gender	Male		Age	27
Licence Valid	Yes	Total Hours	1 230.2		Total Hours on Type	1 053.3	
Total Hours 30 Days	21.1		Total Flying on Type Past 90 Days	63.2			
<b>People On-board</b>	2 + 0	<b>Injuries</b>	0	<b>Fatalities</b>	0	<b>Other (on ground)</b>	0
<b>What Happened</b>							
<p>On Friday, 13 February 2026, a flight instructor (FI) and a student pilot (SP) on-board a Piper PA-28-140 Cherokee aircraft registered ZS-EOZ were engaged in a circuit training flight at Wonderboom Airport (FAWB) in Gauteng province when the serious incident occurred. The flight was conducted under visual meteorological conditions (VMC) and under the provisions of Part 141 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The FI stated that they conducted a pre-flight inspection of the aircraft and no defects were noted. The aircraft had a total of 32 US gallons (121 litres [L]) of Avgas 100LL in the tanks. The pair later boarded the aircraft and started the engine. The SP, who was the pilot flying (PF), taxied the aircraft to the threshold of Runway 24. After the air traffic control (ATC) officer had granted the pair take-off clearance, the SP opened the throttle to 2 700 revolutions per minute (rpm) and commenced with the take-off run. The aircraft rotated and climbed to the circuit altitude at 65 miles per hour (mph). The SP conducted three uneventful touch-and-go landing exercises on Runway 24.</p>							

During approach for the fourth touch-and-go landing exercise, the SP had the flaps selected to third stage whilst maintaining a speed of approximately 85 mph. The aircraft flew past the threshold of Runway 24, approximately 20 feet (ft) above ground level (AGL), and floated for a while abeam the runway surface. It then touched down deep with the nose gear wheel first; consequently, the lower portion of the nose gear, including the fork, broke off and the propeller blades struck the runway surface. The aircraft skidded on the remaining runway with the upper portion of the nose gear strut; it came to a stop on the threshold of Runway 06.

The two pilots were not injured. The aircraft sustained damage to the nose landing gear strut and the propeller blades.



**Figure 1:** An aerial view of FAWB, the direction of landing on Runway 24 (yellow arrow) and the approximate area where the aircraft stopped (red arrow). (Source: Google Earth)



**Figures 2 and 3:** The aircraft on the runway (left picture). The remaining upper portion of the nose gear strut (right picture). (Source: Operator)

The weather information below was obtained from the Meteorological Aerodrome Report (METAR) that was issued for FAWB by the South African Weather Service (SAWS) on 13 February 2026 at 1000Z.

FAWB 131000Z 21003KT CAVOK 26/15 Q1016=

Wind Direction	210°	Wind Speed	3 kt	Visibility	10 km
Temperature	26°C	Cloud Cover	CAVOK	Cloud Base	CAVOK
Dew Point	15°C	QNH	1016 hPa		

FAWB Runway 24 is 1 267 metres (m) long and 20m wide. The landing distance required for the PA28 aircraft is 590m, as stipulated in the Aircraft Flight Manual (AFM).

## Findings

### 1. Personnel Information

1.1 The flight instructor (FI) had a Commercial Pilot Licence (CPL) that was initially issued by the Regulator (SACAA) on 12 October 2022 with an expiry date of 31 December 2026.

- 1.2 The FI had a Class 1 aviation medical certificate that was issued on 29 October 2025 with an expiry date of 31 October 2026. The aircraft type was endorsed in his licence.
- 1.3 The SP had a Student Pilot Licence (SPL) that was initially issued by the Regulator on 22 February 2024 with an expiry date of 13 February 2026. The aircraft type was endorsed in his licence.
- 1.4 The SP had a Class 2 aviation medical certificate that was issued on 28 November 2023 with an expiry date of 30 November 2028. The SP and FI were adequately qualified and licensed to conduct the training flight.
- 1.5 The training organisation was issued an Approved Training Organisation (ATO) Certificate by the Regulator on 28 September 2022 with an expiry date of 30 November 2027.

## 2. Aircraft Information

- 2.1 The last mandatory periodic inspection (MPI) of the aircraft was conducted and certified on 6 February 2026 at 11 924.9 total hours. The aircraft had accrued 12.5 hours since the last MPI.
- 2.2 The aircraft had a valid Certificate of Airworthiness (C of A) that was initially issued on 31 October 2019. The C of A was renewed on 25 October 2025 with an expiry date of 31 October 2026.
- 2.3 The aircraft Certificate of Registration (C of R) was issued to the present owner on 14 November 2017.
- 2.4 The aircraft was issued a Certificate of Release to Service (CRS) on 6 February 2026 with an expiry date of 6 February 2027 or at 12 024.9 airframe hours, whichever occurs first.
- 2.5 The aircraft was maintained by an aircraft maintenance organisation (AMO) which had an AMO Certificate that was issued by the Regulator on 8 September 2025 with an expiry date of 31 August 2026.

## 3. Environment

- 3.1 The weather conditions were not a contributory factor to this serious incident.

<b>Probable Cause(s)</b>
The aircraft was unstable on final approach for Runway 24, and it touched down with the nose wheel first; consequently, the lower portion of the nose gear, including the fork, broke off and the proper struck the runway surface.
<b>Contributing Factor(s)</b>
Poor landing technique.
<b>Safety Action(s)</b>
None.
<b>Safety Message and/or Safety Recommendation/s</b>
None.
<b>About this Report</b>
<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 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>
<b>Purpose</b>
<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>
<b>Disclaimer</b>
<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**