



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1535						
Classification	Serious Incident		Date	17 February 2026		Time	0740Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Johan Pienaar Airport (FAKU), Northern Cape Province		Place of Intended Landing		Rhenosterfontein Farm Airstrip, North West Province		
Place of Occurrence	On the gravel runway at Rhenosterfontein Farm Airstrip, North West Province						
GPS Co-ordinates	Latitude	27° 11' 26.0" S	Longitude	24° 18' 11.0" E	Elevation	4 603ft	
Aircraft Information							
Registration	ZU-EGC						
Make; Model; S/N	Jabiru J430 (Serial number: 280)						
Damage to Aircraft	Substantial			Total Aircraft Hours	1 078.2		
Pilot-in-command							
Licence Type	Private Pilot Licence (PPL)		Gender	Male		Age	44
Licence Valid	Yes	Total Hours	187.4		Total Hours on Type	187.4	
Total Hours 30 Days	3.7		Total Flying on Type Past 90 Days		20.9		
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Friday, 17 February 2026, a pilot on-board a Jabiru J430 aircraft registered ZU-EGC took off on a private flight from Johan Pienaar Airport (FAKU) in Kuruman, Northern Cape province, to Rhenosterfontein Farm Airstrip in Rustenburg, North West province. The flight was conducted under visual meteorological conditions (VMC) by day and under the provisions of Part 94 of the Civil Aviation Regulations (CAR) 2011, as amended.</p> <p>The pilot stated that he conducted a pre-flight inspection of the aircraft and did not find anomalies. The aircraft had a total of 80 litres (L) of Avgas 100LL in the tanks. At 0630Z, the aircraft took off from FAKU and climbed to 5 500 feet (ft), cruising at a speed of 115 knots (kts). Upon reaching Rhenosterfontein Farm Airstrip, which had a gravel runway of 1 305 metres (m), the pilot followed the pre-landing checklist in accordance with (IAW) the aircraft Pilot's Operating Handbook (POH). He selected the flaps to 30 degrees whilst approaching at a speed of approximately 65 kts. The aircraft landed hard and, during the landing roll, the left main landing gear (LMG) collapsed. Consequently, the aircraft swerved to the left and exited the runway during which the nose gear collapsed. The aircraft's nose section pitched down, and the propeller struck the ground. The aircraft sustained substantial damage. No injuries were reported during the serious incident.</p>							



Figure 1: The direction of landing (yellow arrow) and the final position of the aircraft. (Source: Pilot)



Figure 2: The aircraft post-serious incident. (Source: Pilot)

Meteorological Information

The following Meteorological Aerodrome Report (METAR) was issued by the South African Weather Service (SAWS) for Sishen Airport (FASS) on 17 February 2026 at 0700Z. The accident occurred at Rhenosterfontein Farm Airstrip, which is 75.4 nautical miles (nm) north-east of FASS.

METAR FASS 170700Z AUTO 35004KT //// // ///// 24/10 Q1021=

Wind Direction	350°	Wind Speed	4kt	Visibility	Unknown
Temperature	24°C	Cloud Cover	N/A	Cloud Base	Unknown
Dew Point	10°C	QNH	1021hPa		

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

The Jabiru J430 aircraft is powered by a 120 horsepower (hp) Jabiru 3300 six-cylinder engine. The main landing gear (MLG) comprises two separate composite beams which are bolted to the fuselage at the top and centre, and to the wheel stub at the bottom. The nose gear is a welded steel, trailing arm assembly with a rubber spring system. The nose wheel is steerable with the rudder pedals. The nose wheel and main wheel speed fairings (wheel spats) are optional equipment. For all models discussed in this manual, the main undercarriage has the same general arrangement: a laminated composite spring forms the leg which is bolted to the fuselage at one end and the main wheels at the other.

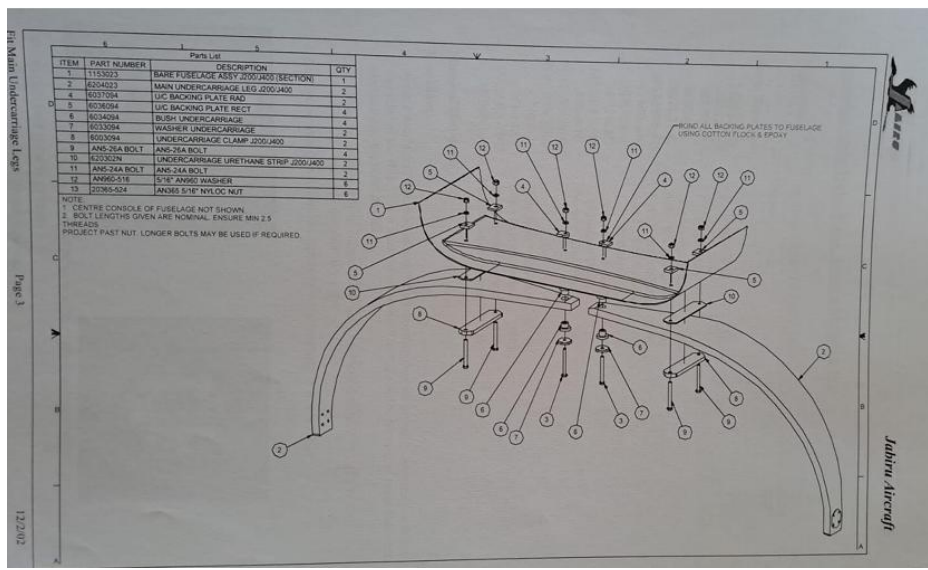


Figure 3: Illustration of the main landing gear legs. (Source: Jabiru Illustrated Parts Catalogue [IPC])

Normal Landing (Source: Abstract from Jabiru POH, Page 4-10 of 15)

4.3.11. LANDING

Normal Landing

1	Airspeed	65 KIAS
2	Wing Flaps	FULL DOWN (below 70 KIAS)
3	Touchdown	MAIN WHEELS FIRST
4	Landing Roll	LOWER NOSE WHEEL GENTLY
5	Braking	MINIMUM REQUIRED

Findings

1. Pilot Information

- 1.1 The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 29 May 2024. The licence was renewed on 10 May 2025 with an expiry date of 31 May 2026.
- 1.2 The pilot had a Class 2 aviation medical certificate that was issued on 17 November 2025 with an expiry date of 17 November 2026.

2. Aircraft

- 2.1 The aircraft had an Authority-to-Fly (ATF) Certificate that was initially issued by the Regulator on 12 March 2020. The ATF Certificate was renewed on 25 June 2025 with an expiry date of 30 June 2026.
- 2.2 The last annual inspection of the aircraft was conducted and certified by an approved person (AP) on 3 June 2025 at 996.2 total airframe hours. The aircraft had accrued 82 hours since the last inspection.
- 2.3 The aircraft Certificate of Release to Service (CRS) was issued by the AP on 3 June 2025 with an expiry date of 2 June 2026 or at 1 096.6 total airframe hours, whichever comes first.
- 2.4 The AP was issued an AP Certificate on 26 September 2024 with an expiry date of 25 September 2026.
- 2.5 A Certificate of Registration (C of R) was issued to the present owner on 13 November 2024.

3. Meteorological Information

- 3.1 Good weather prevailed at the time of the flight; the weather did not contribute to the cause of this accident.

Probable Cause(s)

It is possible that the aircraft was unstable on final approach which resulted in a hard landing and the collapse of the left main landing gear.

Contributing Factor(s)

- i. Poor landing technique.

ii. Failure to execute a go-around.
Safety Action(s)
None.
Safety Message and/or Safety Recommendation/s
None.
About this Report
<p><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></p> <p><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></p>
Purpose
<p><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></p>
Disclaimer
<p><i>This report is produced without prejudice to the rights of the AIID, which are reserved.</i></p>

This report is issued by:

**Accident and Incident Investigations Division
South African Civil Aviation Authority
Republic of South Africa**