



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1536						
Classification	Serious Incident		Date	21 February 2026		Time	1000Z
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Alzu Rondefontein Airfield, Mpumalanga Province		Place of Intended Landing	Zevenfontein Farm Airstrip, Mpumalanga Province			
Place of Occurrence	Zevenfontein Farm Airstrip, Mpumalanga Province						
GPS Co-ordinates	Latitude	25°48'00.4" S	Longitude	29°43'23.6" E	Elevation	5 426.5 ft	
Aircraft Information							
Registration	ZU-IKU						
Make; Model; S/N	Van's; RV10 (Serial Number: 41730)						
Damage to Aircraft	Substantial		Total Aircraft Hours	768			
Pilot-in-command							
Licence Type	Private Pilot Licence		Gender	Male		Age	59
Licence Valid	Yes	Total Hours	611.1		Total Hours on Type	500	
Total Hours 30 Days	10		Total Flying on Type Past 90 Days	23.2			
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
<p>On Saturday, 21 February 2026, a pilot on-board a Van's RV-10 aircraft registered ZU-IKU took off on a private flight from Alzu Rondefontein Airfield in Mpumalanga province to Zevenfontein Farm Airstrip in Mpumalanga 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 a pre-flight inspection of the aircraft was conducted with no anomalies noted. The aircraft had a total of 150 litres (l) of Avgas 100LL in the tanks. When ready for take-off, the pilot selected 15 degrees flaps and advanced the throttle to 2 600 revolutions per minute (rpm). He then released the park brake and the aircraft commenced with the take-off run in a north-westerly direction at a groundspeed of 108 miles per hour (mph). The aircraft rotated and climbed to approximately 600 feet (ft) above ground level (AGL); the pilot maintained a cruise speed of 172 mph. Upon arrival at Zevenfontein Farm, the pilot approached the gravel farm airstrip and landed at a speed of about 75 mph with full flaps.</p>							

During the landing roll, the aircraft was exposed to a light crosswind component from the right; subsequently, the pilot lost directional control and the aircraft veered off to the left, departing the runway. The right-wing tip impacted the maize crops that were adjacent to the runway. This induced a further yaw to the left during which the nose landing gear strut collapsed; however, the propeller remained clear of the ground. The aircraft sustained substantial damage to both wing tips, the right-wing leading-edge, the nose gear strut and the main landing gear wheel fairings. The pilot was not injured.

The serious incident occurred during daylight at Global Positioning System (GPS) co-ordinates determined to be 25°48'00.4" South 29°43'23.6" East, at an elevation of 5 426.5ft.



Figure 1: An aerial view of the gravel runway, the landing direction (red arrow) and the approximate area where the aircraft had stopped. (Source: Google Earth)



Figure 2: The aircraft after recovery from the serious incident site. (Source: The pilot)

Meteorological Information

The weather information in the table below was obtained from the Meteorological Aerodrome Report (METAR) that was issued by the South African Weather Service (SAWS), recorded at Witbank Airport (FAWI) weather station on 21 February 2026 at 1000Z. The serious incident site was approximately 25 nautical miles (nm) west of FAWI.

Wind Direction	40°	Wind Speed	4 kts	Visibility	9999m
Temperature	25° C	Cloud Cover	FEW	Cloud Base	2 500
Dew Point	14° C	QNH	1025 hPa		

Van's RV-10 Crosswind Landing Procedure (Source: RV-10 Pilot's Operating Handbook [POH])

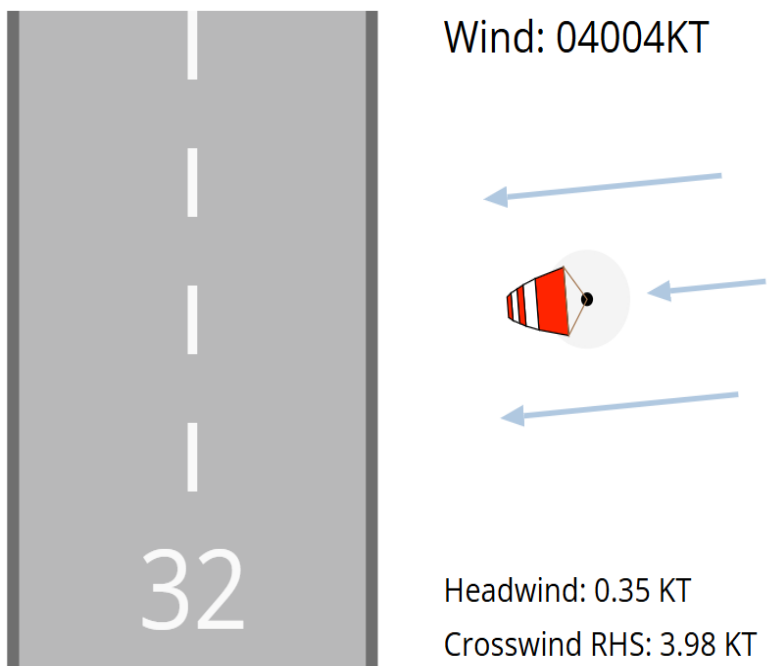
Maximum Demonstrated Crosswind	25 KNOTS
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The maximum demonstrated crosswind is the highest crosswind component at which an aircraft has been safely tested for take-off and landing. According to RV-10 POH, the maximum crosswind the aircraft can handle is 25 knots (28.7 mph).

Crosswind Calculation (Source: SAWS)

Select By:	Runway Head	▼
Runway Name:	03	▼
Runway Heading:	315	°
Wind Direction:	40	°
Wind Speed:	4	kts ▼

Headwind Component:	0,35	kts
Crosswind from Right:	3,98	kts



Based on Van's RV-10 POH, the aircraft was certified to safely handle direct crosswinds of up to 28.7 mph (25 knots). The crosswind component was approximately 3.98 knots at the time of landing. The calculated crosswind component was within the aircraft's prescribed operational safety limits.

Findings

1. Personnel Information

- 1.1. The pilot had a Private Pilot Licence (PPL) that was initially issued by the Regulator (SACAA) on 25 January 2011. The licence was reissued on 21 October 2025 with an expiry date of 31 October 2027. The pilot had flown a total of 611.1 hours of which 500 hours were on the aircraft type.
- 1.2. The pilot had a Class 2 aviation medical certificate that was issued on 6 August 2025 with an expiry date of 16 August 2026. The pilot had no restrictions listed on his medical certificate.

2. Aircraft Information

- 2.1. The last 100-hour annual inspection of the aircraft was certified on 27 June 2025 at 697.8 total airframe hours. The aircraft had accrued 70.2 hours since the last inspection.
- 2.2. The aircraft was issued a Certificate of Release to Service (CRS) on 27 June 2025 at 697.8 total airframe hours with an expiry date of 27 June 2026 or at 797.8 airframe hours, whichever occurs first.
- 2.3. The aircraft had an Authority-to-Fly (ATF) Certificate that was initially issued on 3 August 2023. The latest ATF Certificate had an expiry date of 2 August 2026.
- 2.4. The aircraft's Certificate of Registration (C of R) was issued to the present owner on 22 March 2022.

3. Meteorological Information

- 3.1. The prevailing headwind and right crosswind components at the time of the serious incident were well within the aircraft's POH-specified crosswind limitations and did not exceed the operational safety limits.

Probable Cause(s)

It is possible that the aircraft was unstable on final approach which resulted in loss of directional control during the landing roll; consequently, the aircraft veered off to the left of the runway.

Contributing Factor(s)
None.
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
<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**