LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1552					
Classification	Serious Incident	**Date**	6 June 2026	**Time**	0930Z	
Type of Operation	Private (Part 94)					
Location						
Place of Departure	Hermon Coffee Shop Airstrip, Western Cape Province	Place of Intended Landing	Morningstar Aerodrome, Western Cape Province			
Place of Occurrence	On a field, north of Runway 02 at Hermon Coffee Shop Airstrip, Western Cape Province					
GPS Co-ordinates	Latitude	33°29'18.06" S	Longitude	018°57'49.80" E	Elevation	302 feet
Aircraft Information						
Registration	ZU-FZI					
Make; Model; S/N	Sling 2 (Serial Number: 134)					
Damage to Aircraft	Minor		Total Aircraft Hours	1 019.5		
Pilot-in-command						
Licence Type	National Pilot Licence (NPL)		Gender	Male	Age	67
Licence Valid	Yes	Total Hours	998.4	Total Hours on Type		139
Total Hours 30 Days	16.1		Total Flying on Type Past 90 Days	16.1		
People On-board	1 + 1	**Injuries** 0	**Fatalities**	0	**Other (on ground)**	0

What Happened

On Saturday morning, 6 June 2026, a pilot and a passenger on-board a Sling 2 aircraft registered ZU-FZI were conducting a flight from Hermon Coffee Shop Airstrip to Morningstar Aerodrome, both located near Cape Town, Western Cape province. 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 the aircraft had a total of 55 litres (L) of Octane 95 Unleaded fuel in the tanks before departure. After boarding the aircraft with the passenger, the pilot started the engine and the parameter readings on the Electronic Flight Instrument System (EFIS) were within the normal operating range. The pilot taxied the aircraft to the threshold of Runway 02, which was 800 metres (m) in length, and performed the pre-take-off checks; he did not find anomalies. He then selected the first notch of flaps with fuel feed selected to the right tank. Thereafter, he opened the throttle to 5 500 revolutions per minute (rpm) and commenced the take-off run in a northerly direction. During the climb at approximately 200 feet (ft) above ground level (AGL), the aircraft suddenly lost engine power, and the pilot deduced that the aircraft was too high to land it back on the remaining runway.

The pilot surveyed the area and spotted a field (farm) on the right side of the flight path and next to the R45 public road on which to conduct a forced landing. He turned the aircraft to the right towards the farm and aligned it southward (parallel to the furrows). However, after noticing a flock of sheep, he turned the aircraft towards the west. With insufficient height and the airspeed decaying, he landed the aircraft after initiating a slight right turn to align with the furrows. During the landing roll, approximately 90 metres (m) after the aircraft touched down, the nose landing gear struck a berm, bent backward and the main wheel spats broke. Consequently, the nose gear collapsed, and the propeller struck the soft ground. The aircraft impacted the perimeter fence post during which one of the blades was severed. The aircraft came to a halt with the tail tilted high. After the serious incident, the pilot turned off the fuel and master switches. The aircraft sustained substantial damage. No person was injured during the serious incident.

Figure 1: An aerial view of the approximate position of the serious incident (yellow pin). (Source: Google Earth)

Figure 2: The aircraft after the serious incident. The red arrows point to the perimeter fence. (Source: Pilot)

Figure 3: The damaged nose section and the severed propeller blade. (Source: Pilot)

The Sling 2 aircraft is powered by a four-cylinder, four-stroke Rotax 912 ULS engine with serial number 6781571. The engine comprises two independent carburettors, each feeding a pair of cylinders (on the left and right side).

After the serious incident, engineers at the aircraft maintenance organisation (AMO) opened the carburettor bowls and found pieces of what appeared to be Polysulfide Rubber Compound (PRC) sealant remnants in the right carburettor bowl float chamber which blocked fuel to the right carburettor main jet, resulting in engine being starved of fuel and, hence, the engine power loss during climb. Examination of the aircraft technical documentation showed no evidence of maintenance performed on the aircraft fuel system in which PRC sealant was used.

Figure 4: The right carburettor bowl main jet and pieces of what appeared to be PRC sealant. (Source: AMO)

Engineers later reassembled the right carburettor bowl. The nose gear that had bent backward during landing was replaced, and a loaner propeller was fitted to the engine to enable the ground run test. The engine started normally and power was increased in stages. The engine met all the parameters outlined in the aircraft maintenance manual (AMM).

Figure 5: The aircraft during the engine ground run. (Source: AMO)

Pilot

The pilot had a National Pilot Licence (NPL) that was initially issued by the Regulator (SACAA) on 29 September 2010. His licence was renewed on 9 October 2025 with validity until 8 October 2027. The pilot had accumulated a total of 998.4 hours of which 139 were on the aircraft type. The pilot had a Class 4 aviation medical certificate that was issued on 10 June 2026 with an expiry date of 30 November 2027; he had no restrictions listed in his medical certificate.

Aircraft

The last 100-hour annual inspection of the aircraft was certified on 18 May 2026 at 1 017.90 total airframe hours. The aircraft had accrued 1.6 hours since the said annual inspection. The last inspection was certified by the AMO which had an AMO Certificate that was issued by the Regulator on 29 October 2025 with an expiry date of 31 October 2026. The AMO issued the Certificate of Release to Service (CSR) on 25 May 2026 with an expiry date of 26 May 2027 or at 1 117.80 airframe hours, whichever occurs first. The aircraft was initially issued an Authority-to-Fly (ATF) Certificate on

22 July 2019. The ATF was reissued on 2 July 2025 with an expiry date of 31 July 2026. The Certificate of Registration (C of R) was issued to the present owner on 4 November 2011.

Aircraft Maintenance Organisation (AMO)

The AMO had Category A, B, C, E and W listed on its maintenance certificate.

Findings

1. The pilot was qualified and properly licensed to undertake the flight.

2. The AMO which maintained the aircraft had a valid AMO Certificate that was issued by the Regulator (SACAA).

3. The aircraft records indicated that the aircraft was properly maintained.

4. The aircraft's engine lost power and the pilot forced-landed the aircraft on a field; the aircraft was damaged during the serious incident.

5. The engine power loss was due to a clogged carburettor caused by the PRC sealant remnants, a product not normally required in aircraft maintenance.

6. The pilot and the passenger were not injured; the aircraft was substantially damaged.

Probable Cause

Loss of engine power after take-off due to fuel starvation caused by PRC sealant remnants which blocked the right carburettor main jet. The pilot conducted an unsuccessful forced landing on a field.

Contributing Factors

None.

Safety Action(s)

None.

Safety Message

The AMO is advised to emphasise the use of a thin film of PRC sealant or as directed by the manufacturer during training programmes and in maintenance briefings.

About this Report

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 desktop 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.

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.
Purpose
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 promoting aviation safety and reducing the risk of aviation accidents or incidents, and not to apportion blame or liability.
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This report is issued by:

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