



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

Form Number: CA 12-57

LIMITED OCCURRENCE INVESTIGATION REPORT

Reference Number	CA18/3/2/1557						
Classification	Serious Incident	Date	24 June 2026		Time	1400Z	
Type of Operation	Private (Part 94)						
Location							
Place of Departure	Springs Airfield (FASI), Gauteng Province		Place of Intended Landing		Springs Airfield (FASI), Gauteng Province		
Place of Occurrence	On the taxiway embarkment at Springs Airfield (FASI), Gauteng Province						
GPS Co-ordinates	Latitude	26° 14' 51.82" S	Longitude	28° 23' 52.67" E	Elevation	5 350ft	
Aircraft Information							
Registration	ZS-WMM						
Make; Model; S/N	Pitts; S-1S (Serial Number: 23P)						
Damage to Aircraft	Substantial			Total Aircraft Hours	1020.4		
Pilot-in-command							
Licence Type	Airline Transport Pilot Licence (ATPL)			Gender	Male	Age	39
Licence Valid	Yes		Total Hours	13 868	Total Hours on Type	144.4	
Total Hours 30 Days	0.3		Total Flying on Type Past 90 Days			16.6	
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground)	0
What Happened							
On Wednesday, 24 June 2026, a pilot on-board a Pitts S-1S aircraft with registration ZS-WMM took off on a private flight from Springs Airfield (FASI) in Gauteng province with the intention to land at the same airfield. 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. The pilot stated that upon his return to land on Runway (RWY) 21, the approach was normal and the aircraft touched down at approximately 80 miles per hour (mph). During the landing roll with the speed at approximately 50 mph, the aircraft slowly veered to the left of the tarred runway and on to the grass area. To avoid aggressive control movements, the pilot attempted to gently bring the aircraft back to the tarred runway, but it continued to roll and eventually impacted a concrete drain lip at the edge of the taxiway. As a result, the right main landing gear collapsed, and the aircraft veered to the right before it stopped approximately 15 metres (m) from the taxiway and 50m from the runway edge.							

The pilot was not injured; the aircraft sustained substantial damage to the right main landing gear.



Figure 1: An aerial view of the airfield and the serious incident site. (Source: Pilot)



Figure 2: The aircraft after it had come to rest. (Source: Pilot)



Figure 3: The damaged right wheel. (Source: Pilot)

Pilot

The pilot had an Airline Transport Pilot Licence (ATPL) that was initially issued by the Regulator (SACAA) on 29 April 2013. The ATPL was renewed on 31 March 2026 with an expiry date of 31 March 2027. The pilot had a Class 1 aviation medical certificate that was issued on 26 September 2025 with an expiry date of 30 September 2026. He had a total of 13 868 flying hours of which 144.4 hours were accumulated on the aircraft type. The aircraft type was endorsed in his licence.

Aircraft

The aircraft had an Authority-to-Fly (ATF) Certificate that was initially issued on 2 November 2019. The ATF was renewed on 13 May 2026 with an expiry date of 30 September 2026. The aircraft Certificate of Registration (C of R) was issued to the present owner on 5 November 2025. The last 100-hour annual inspection of the aircraft was conducted on 23 February 2026 at 1 020.4 total airframe hours after which a Certificate of Release to Service (CRS) was issued with an expiry date of 22 February 2027 or at 1 120.4 airframe hours, whichever comes first. The inspection was conducted and certified by an approved person (AP) who had a valid AP Certificate that was issued by the Regulator on 16 April 2026 with an expiry date of 15 April 2028. The aircraft was endorsed in the AP's Operations Specifications.

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

For the Pitts S-1S, there is no single, universally applicable POH landing speed. Most S-1S aircraft are amateur-built or individually certificated, and the approved flight manual/POH may differ depending on the builder, engine, propeller and modifications.

A commonly published recommendation for a standard landing approach is:

- *Final approach: 80 mph indicated air speed (IAS) (approximately 70 knots IAS).*
- *Flare and touchdown: reduce speed progressively and touch down at the minimum safe flying speed.*

Environment

Clear weather conditions prevailed at the time of the flight. The weather conditions did not contribute to this serious incident.

Findings

1. The pilot was qualified and properly licensed to undertake the flight.
2. The approved person (AP) who conducted the maintenance of the aircraft had a valid AP Certificate that was issued by the Regulator.
3. The aircraft records showed that the aircraft was properly maintained.
4. The pilot lost directional control during the landing roll, and it veered off the runway during which it struck a concrete drain lip at the edge of the taxiway. This caused the right main landing gear to collapse.
5. The aircraft touched down at approximately 80 mph, a speed recommended for final approach. The pilot was unable to prevent the runway excursion.
6. The pilot sustained no injuries. The aircraft was substantially damaged.

Probable Cause(s)

Loss of directional control during the landing roll at a high landing speed; subsequently, the aircraft veered off the runway, and the right main landing gear wheel impacted a concrete drain lip and collapsed.

Contributing Factor(s)
Poor landing technique.
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 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**