



LIMITED OCCURRENCE INVESTIGATION REPORT – FINAL

Reference Number	CA18/3/2/1559					
Classification	Serious Incident	Date	3 July 2026		Time	1458Z
Type of Operation	Training (Part 141)					
Location						
Place of Departure	Rand Airport (FAGM), Gauteng Province		Place of Intended Landing	Rand Airport (FAGM), Gauteng Province		
Place of Occurrence	On Runway 35 at FAGM, Gauteng Province					
GPS Co-ordinates	Latitude	26°14'.33" S	Longitude	28°09'.04" E	Elevation	5 483 feet
Aircraft Information						
Registration	ZS-EOX					
Make; Model; S/N	Piper PA-28-180 Cherokee (Serial Number: 28-3378)					
Damage to Aircraft	Minor		Total Aircraft Hours	6 482.18		
Pilot-in-command						
Licence Type	Student Pilot Licence (SPL)		Gender	Female	Age	20
Licence Valid	Yes	Total Hours	59.8	Total Hours on Type	32.3	
Total Hours 30 Days	10.5		Total Flying on Type Past 90 Days	10.5		
People On-board	1 + 0	Injuries	0	Fatalities	0	Other (on ground) 0
What Happened						
On Friday afternoon, 3 July 2026, a student pilot (SP) on-board a Piper PA-28-180 Cherokee aircraft registered ZS-EOX was conducting a solo consolidation flight from Rand Airport (FAGM) in Germiston, Gauteng province, with the intention to land at the same airport. 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. The SP stated that she conducted a pre-flight inspection of the aircraft and did not find anomalies. The aircraft had a total of 48 US Gallons of aviation gasoline 100 Low Lead (Avgas 100LL). The aircraft took off from Runway 29 to the general flying area (GFA) at approximately 1330Z. The intention was for the pilot to perform turns and stall exercises. Whilst in the GFA, the SP received a WhatsApp message from the flight instructor (FI) who informed her that the FAGM control tower had become unmanned and that the active runway had changed to Runway 35. Later, when the SP returned to FAGM, she joined the circuit pattern with the intention to land on Runway 35. After passing the threshold of Runway 35, she put the power lever to idle and applied back pressure on the control column, but this was too early and it caused the nose to rise. She then applied forward pressure to correct the raised nose, and the aircraft bounced multiple times; the touchdown was hard with the nose wheel first, which broke off before she lost control. Thereafter, the aircraft's nose pitched down, and the propeller blades struck the runway surface. The aircraft skidded on its lower						

cowling and came to rest on the right side of the runway. The Airport Rescue and Firefighting (ARFF) personnel responded to the scene. The aircraft sustained minor damage to the engine lower cowling, nose gear strut and propeller blades. The SP disembarked from the aircraft unassisted; she was not injured.



Figure 1: The aircraft at the serious incident site. (Source: Operator)



Figure 2: The aircraft's skid marks on the runway. (Source: Operator)



Figure 3: The severed nose gear fork and well assembly. (Source: Operator)

Student Pilot

The SP had a Student Pilot Licence (SPL) that was issued by the Regulator (SACAA) on 22 March 2024 with an expiry date of 4 March 2027. The SP had accumulated a total of 59.8 hours of which 32.3 hours were on the aircraft type. The SP had a Class 2 aviation medical certificate that was issued on 11 February 2024 with an expiry date of 28 February 2029 with no restrictions. The SP's logbook entry dated 14 November 2025 indicated that the SP went solo at 33 total hours. Due to the SP's slow progress to achieve a Private Pilot Licence (PPL) after having conducted solo flights, the ATO worked on a new programme to assist the SP. On 15 May 2026, the SP was subjected to a 50-hour dual check by the chief flight instructor (CFI) during which four touch-and-go landing exercises were performed.

Aircraft

The last 100-hour mandatory periodic inspection (MPI) of the aircraft was conducted by an aircraft maintenance organisation (AMO) on 2 July 2026 at 6 480.31 total airframe hours. The aircraft had accrued 1.87 hours since the said inspection. A Certificate of Release to Service (CRS) was issued by the AMO on 2 July 2026 with an expiry date of 1 July 2027 or at 6 580.31 airframe hours, whichever occurs first. The AMO had an AMO Certificate that was issued by the Regulator on 2 July

2026 with an expiry date of 30 June 2027. Category A, C and W ratings were listed in the AMO's Certificate. The aircraft was initially issued a Certificate of Airworthiness (C of A) on 8 October 2020 with an expiry date of 27 October 2026. The Certificate of Registration (C of R) was issued to the present owner on 2 October 2020. Approved Training Organisation (ATO) The ATO Certificate was issued by the Regulator on 23 March 2026 with an expiry date of 31 March 2031. The ZS-EOX aircraft was listed in the ATO's Operations Specifications.
Findings
1. The SP had a Student Pilot Licence (SPL). She had 32.3 hours on the Piper PA-28-180 aircraft. At the time of the serious incident, the SP was conducting a solo consolidation flight towards attaining a Private Pilot Licence (PPL). 2. The aircraft records indicated that it was properly maintained. 3. The ATO was certified and rated for this type of training. 4. The SP vacated the aircraft unassisted. No injuries were reported during the serious incident.
Probable Cause
The aircraft landed hard with its nose gear due to an incorrect landing technique. Subsequently, the nose gear broke off, and the propeller struck the runway before the aircraft skidded on its nose during which the student pilot lost directional control.
Contributing Factors
Poor landing technique.
Safety Action(s)
None.
Safety Message
The approved training organisation should emphasise to student pilots the importance of remaining vigilant during take-off and landing phases.
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 desktop enquiries to bring awareness</i>

<i>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 promoting aviation safety and reducing 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**