



REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

Directorate of Aircraft Accident and Incident Investigations

Occurrence Reference: ACCID/12112023/ 01-07

Aircraft Accident Investigation Final Report

MOTORGLIDER JS-MD3RES D-KIBD

RELEASE DATE:

26 JUNE 2024



Aircraft Accident Report

DESCRIPTION OF OCCURRENCE Crashed on landing due to impact with wildlife

TYPE OF OPERATION: Private.

AIRCRAFT TYPE: MotorGlider JS-MD3RES

LOCATION: ± 25Km east of Veronica Airstrip

DATE AND TIME: 11th December 2023 (17:21 UTC).



Foreword

This report presents the information, data analysis, conclusions, and safety recommendations reached during the investigation. The purpose of the investigation was to establish the circumstances surrounding this safety occurrence.

In accordance with the provisions of Annex 13 to the Convention on International Civil Aviation Organization, the accident's analysis, conclusions, and safety recommendations contained therein are intended neither to apportion blame nor to single out any individual or group of individuals. The main objective was to identify the systematic deficiencies and draw lessons, from the occurrence, which might help to prevent accidents and incidents in the future. To this end, many a time, the reader may be interested in whether or not an issue was a direct cause of the accident (that has already taken place), whereas the investigator is mainly concerned with the prevention of future accidents/incidents.

As a result, the usage of this report for any purpose other than (the letter and spirit of Annex 13 and other relevant statutes) prevention of similar occurrences in the future might lead to erroneous interpretations and applications.

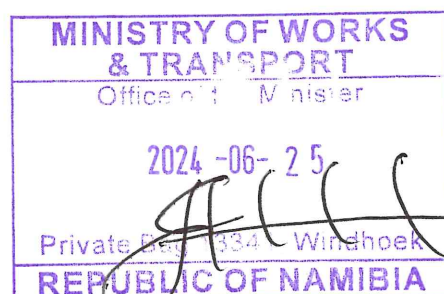
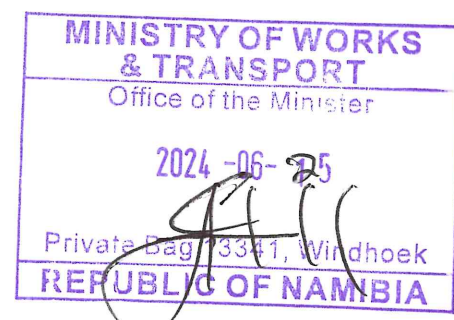


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ABBREVIATION

AMO	-	Aircraft Maintenance Organization
AME	-	Aircraft Maintenance Engineer
BFU	-	German Federal Bureau of Aircraft Accident Investigation
DAAII	-	Directorate of Aircraft Accident and Incident Investigation
ICAO	-	International Civil Aviation Organization
NCAA	-	Namibia Civil Aviation Authority
NAMCARs	-	Namibian Civil Aviation Regulations
MOU	-	Memorandum of Understanding
PPL	-	Private Pilot License
MPI	-	Mandatory Periodic Inspection
SB	-	Service Bulletins
SPL	-	Sailplane Pilots License
SSN	-	Soaring Society of Namibia
UTC	-	Universal Time Co-ordinated





DIRECTORATE OF AIRCRAFT ACCIDENT INVESTIGATION ACCIDENT REPORT – EXECUTIVE SUMMARY

Aircraft Registration	D-KIBD	Date of Accident	11 th December 2023		Time of Accident	17:21 UTC
Type of Aircraft	MOTORGLIDER- JS-MD3RES		Type of Operation		Private	
Pilot- In - command License Type		SPL	Age	55	License Valid	VALID
Pilot-In-command Flying Experience		Total Flying Hours	3800		Hours on Type	520
Last point of departure		Farm Veronica (FYVF)				
Next point of intended landing		Farm Veronica (FYVF)				
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)						
S23°33'11 "E18°51'27", ± 25Km east of Veronica Airstrip						

Meteorological Information	Wind Direction: 030 °, Wind speed: 5 kt, Temperature: 28° C CAVOK				
Number of people on board	1	No. of people injured	0	No. of people killed	0
Synopsis					

On the 11th of December 2023, at around 16:30 local time, a German registered glider aircraft got airborne from farm Veronica (FYVF) airstrip for a private glider flight. On board was the pilot only.

The aircraft took off from the airstrip on a gliding flight and intended to land back at farm Veronica. Due to a lack of thermals the pilot realized that he will not be able to make it back to Veronica and decided to perform an *out-landing. Which is not an unusual practice in Gliding.

The pilot selected an open pan ± 25Km to the east of Veronica to perform the out-landing on. The approach to the pan was conducted normally. Just before touch-down, the pilot noticed Springboks approaching from the right. Nothing could be done to avoid them and the gliders right wing made contact with the three springboks and killed all three of them.. At the moment of impact with the springbok, the glider was still airborne. The pilot lost control of the glider and it spun around in the air. After touch-down it spun around several more times. When it came to a standstill the pilot evacuated safely

The Directorate of Aircraft Accident and Incident Investigation (DAAII) was informed by email by BFU Germany. The Minister of Works and Transport was responsible for the release of the official final accident report.

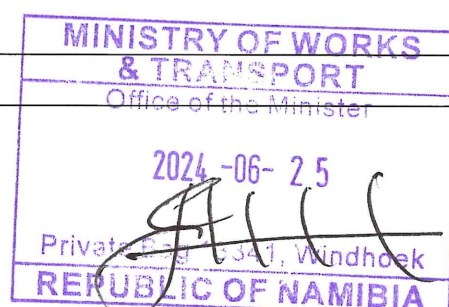
The pilot is a citizen of Czech Republic who is a holder of a valid Sailplane Pilot License and a medical certificate valid till 05 December 2024.

The last Annual Inspection (AI) was carried out and certified on 26/04/ 2023, in accordance with the manufacturers specifications M&D Flugzeugbau GmbH u. Co KG at 344 hours.

Cause: Impact with wildlife.

Contributing factor (s):

Loss of thermals, that led to the out-landing.





AIRCRAFT ACCIDENT REPORT

Name of Owner/Operator : Bernd Dolba
Manufacture : M&D Flugzeugbau GmbH u. Co KG
Model : JS-MD3RES
Nationality : German
Registration : D-KIBD
Location : S23°33'11 "E18°51'27", ± 25Km east of Veronica Airstrip
Date : 11th December 2023 Time: 17:21 UTC

All times given in this report are in Co-ordinated Universal Time (UTC).

Disclaimer:

The report is given without prejudice to the rights of the Directorate of Aircraft Accident and Incidents Investigations, which are reserved.

Purpose of the Investigations:

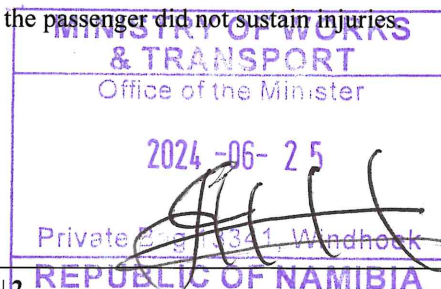
In terms of the Namibia Civil Aviation Act (Act No. 6 of 2016) and ICAO Annex 13, this report was compiled in the interest of the promotion of aviation safety and the reduction of risk of aviation accidents or incidents and **not to establish blame or legal liability.**

This report contains facts relating to aircraft accidents or incidents that have been determined at the time of issue. The report may therefore be revised should new and substantive facts are made available to the investigator (s).

1. FACTUAL INFORMATION

1.1 History of Flight

- 1.1.1 On the 11th of December 2023, a German registered aircraft took off from a private farm airstrip, Veronica, for a glider flight and intended to land back at farm Veronica. Only the pilot was on-Board the aircraft.
- 1.1.2 According to the pilot, the flight was un eventfull. On the way back for landing at farm Veronica, the pilot reported that thermal activity decreased.
- 1.1.3 At around 17:22 UTC the pilot decided to perform an out-landing on a dry pan approximately 25km to the east of farm Veronica airstrip, due to a lack of available thermals.
- 1.1.4 The pilot reported that the approach to landing was normal. Just before touch-down, the pilot noticed three Springboks running toward the aircraft from the right. The pilot was already committed to land and did not have enough speed or height to avoid the approaching Springbok
- 1.1.5 The aircraft struck all three Springbok on the right wing and as a result of the impact the pilot lost control of the aircraft just before touch-down. The pilot report stated that the aircraft spun-around in the air and then touched down and continued to spun-around several more times before it came to a rest.
- 1.1.6 The aircraft was substantially damaged. The pilot and the passenger did not sustain injuries



1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	-	-	-	-
Serious	-	-	-	-
Minor	-	-	-	-

1.3 Damage to Aircraft

1.3.1 The aircraft sustained substantial damage.

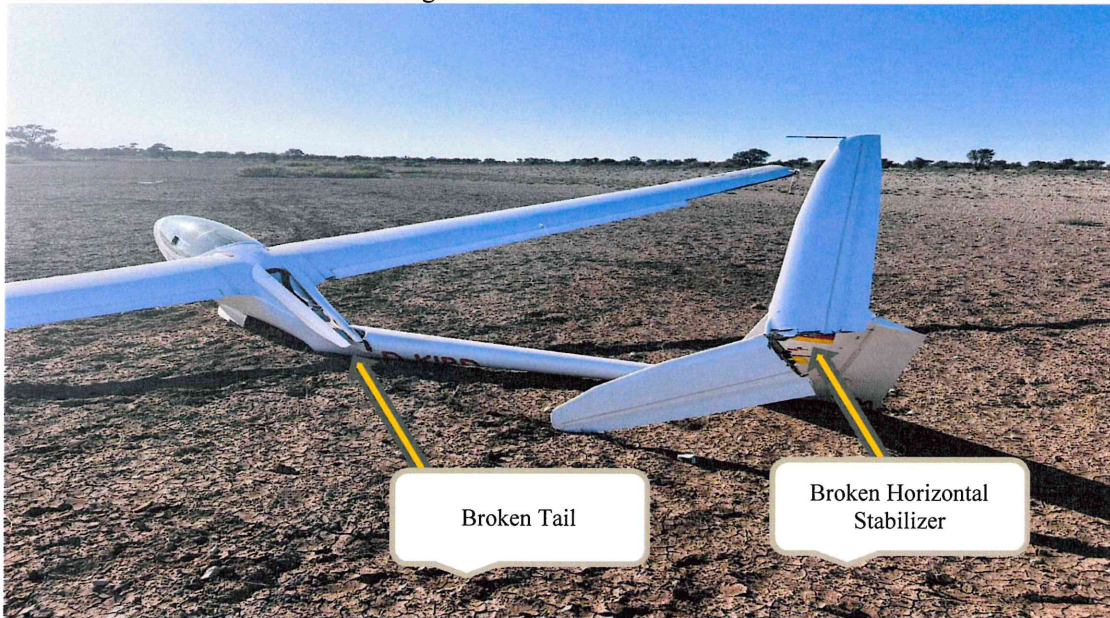


Figure 1: The aircraft as it came to rest.

1.4 Other Damage

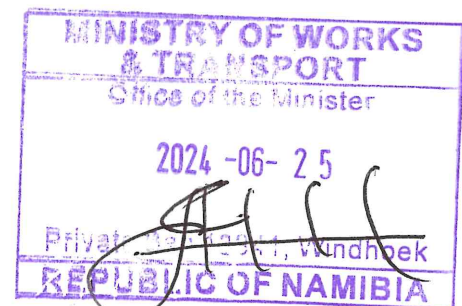
1.4.1 The Glider impacted three springboks and kill all three of them.

1.5 Personnel Information

1.5.1 Pilot-in-in command

Nationality		Czech Republic			
Licence No	CZ/FCL/SPL/7934	Gender	Male	Age	55
Licence valid		Valid	Type Endorsed	n/a	
Type Ratings		None			
Medical Expiry Date		05/12/2024			
Restrictions		None			
Previous Accidents		Unknown			

Total Hours	3800
Total Past 90 Days	180
Total on Type Past 90 Days	130
Total on Type	520



1.6 Aircraft Information



Figure 2: (FILE PHOTO)

Airframe:

Type	JS-MD3RES
Serial No.	MD097
Manufacture	M&D Flugzeugbau GmbH u. Co KG
Year of Manufacture	2022
Last MPI (Date & Hours)	26/04/2023 at 344 airframe hours
Hours since Last MPI	344
Release for Safe Flight	11/06/2023 valid till 11/06/2024
Operating Categories	MotorGlider

Engine:

Manufacturer	Triebwerk
Model	80400
Serial No.	008
Hours since New	N/A

- 1.6.1 The aircraft was fitted with a Triebwerk *engine model 80400.
1.6.2 On the 26/04/2023 the last Annual inspection was carried out.
1.6.3 The last Mass and Balance was conducted on 16/05/2022 by the manufacturer.



1.7 Meteorological Information

Wind direction	030°	Wind speed	5 kts	Visibility	9999
Temperature	28° C	Cloud cover	NIL	Cloud base	10 000ft
QNH	1020				

1.8 Aids to Navigation

- 1.8.1 The aircraft was equipped with standard navigation equipment as approved by the Regulator. There was no recorded defects with the navigational equipment prior to the flight.

1.9 Communications.

- 1.9.1 The aircraft was equipped with standard communication equipment as approved by the Regulator for the type. There were no recorded defects with the communication system prior to the flight.

1.10 Aerodrome Information

- 1.11 The accident occurred during daylight on an open pan approximately 25km east of farm Veronica in the Gobabis Area.
- 1.12 The accident occurred at GPS co-ordinates S23°33'11 "E18°51'27",

Accident Location	Open Pan 25km East of Farm Veronica	
Accident Co-ordinates	S23°33'11 "E18°51'27",	
Accident site Elevation	4410 ft	
Runway Designations	N/A	N/A
Runway Dimensions(pan Length)	600 m	
Runway Used	N/A	
Runway Surface	gravel	
Approach Facilities	none	
Visual aid	none	

1.11 Flight Recorders

- 1.11.1 The Aircraft was not equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR) nor was it required by the relevant aviation regulations.

1.12.1 Wreckage Distribution and Impact Information

The accident occurred at an open dry pan on a private a farm.

The fuselage is broken just behind the cockpit and the horizontal stabilizer is also broken due to the impact with the ground. The right wing sustained damage due to the impact with the wildlife.



Photo 3 Photo depicting the ground scars by the aircraft and dry pan used for landing.





Photo 4 Photo depicting the aircrafts damage and open pan.



Photo 5 Photo depicting the aircrafts damage to right wing.

1.13 Medical and Pathological Information

1.13.1. The pilot medical certificate was valid.



1.14 Fire

1.14.1. There was no pre- or post-impact fire.

1.15 Survival Aspects.

1.15.1 The pilot was properly restrained by making use of the aircraft-equipped safety harness and did not sustain any injuries during the impact sequence which was associated with low kinetic forces within the level of human tolerance.

1.15.2 This was a survivable accident.

1.16 Tests and Research.

1.16.1. No test or research was carried out.

1.17 Organizational and Management Information.

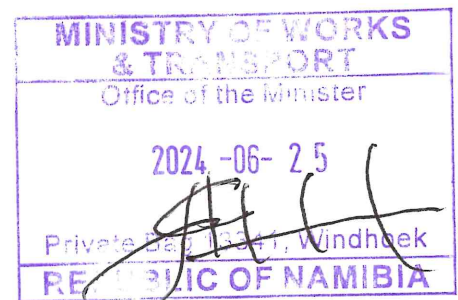
1.17.1. The aircraft was flown by a SPL holder who rented the aircraft from the owner as part of a package gliding deal.

1.18 Additional Information

1.18.1 No additional information.

1.19 Useful or Effective Investigation Techniques.

1.19.1 Not applicable.



2. ANALYSIS

2.1. Operation

*An out-landing as described in gliding terms is not an unusual practice. During the investigation the IIC was send an extract of the NCAA/SSN MOU which reads as follows:

4.5 Out landing of a glider

Out landing of a glider is part of the gliding sport and is a fairly common occurrence when a glider is unable to reach its intended destination due to the lack of thermals or any other operational concerns. Not every out landing is an emergency and does not require the activation of ERP's. The SSN is responsible to manage an out landed glider and its occupants and, depending on the nature of the out landing, institute the necessary measures accordingly.

Photo 6 Extract of NCAA/SSN MOU

2.2 Aircraft

The last MPI was conducted on 26 April 2023 at 344 airframe hours. The aircraft had flown a total of 126 hours since its last MPI.

Post-accident investigation revealed no pre-existing failures prior to the accident; all damage was caused during the accident. Records indicated that the aircraft was airworthy at the time. *The motorglider was equipped with a small emergency engine (which is mainly used for take-off), but the investigator found that the engine battery did not have enough charge left to use it to reach the intended landing airfield.

There were no recorded defects before the flight. The aircraft was equipped with standard navigation and communication equipment by the regulator for the Aircraft type.

2.3. Organization

The owner of farm Veronica is also the owner of the motorglider. The motorgliders can be privately rented for flight from the owner.

3. CONCLUSION

3.1 Findings

- 3.1.1 The maintenance records indicated that the aircraft was certified, equipped and maintained in accordance with existing regulations and approved procedures.
- 3.1.2 The motorglider was equipped with a small emergency engine, but the investigator found that the engine battery did not have enough charge left to use it to reach the intended landing airfield.
- 3.1.3 The aircraft had a valid Certificate of Safety for flight.
- 3.1.4 There was no evidence of airframe failure or system malfunction prior to the accident.
- 3.1.5 The pilot had a valid Sailplane Pilot Licence.

3.2. Cause/s

- 3.2.1. Impact with wildlife


3.3 Contributing factor

- 3.3.1 Loss of thermals, that led to the out-landing.

4.0 Safety Recommendations

- 4.1 None

Compiled by:


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Denzil Evert Britz

Date: 24 June 2024

Investigator-in-Charge

Released by:


.....

Hon John Mutorwa, MP

MINISTER: MINISTRY OF WORKS AND TRANSPORT

Date: 25/6/2024

