



**REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT**

**Directorate of Aircraft Accident and Incident
Investigations**

Occurrence Reference: ACCID/09202024/09-01

**Aircraft Accident Investigation Preliminary
Report**

Aero Commander- 695B (AC95): V5-DAM

RELEASE DATE: 03RD OCTOBER 2024

Aircraft Accident Preliminary Report

DESCRIPTION OF OCCURRENCE: Runway Excursion

TYPE OF OPERATION: Charter.

AIRCRAFT TYPE: Aero Commander- 695B (V5-DAM)

LOCATION: GPS: 19°20'59"S 015°59'29"E Etosha Oberland Lodge, Namibia

DATE AND TIME: 20th September 2024 (08:55 UTC).

Introduction

The information contained in this Preliminary Accident Report is published to inform the public of the general circumstances of the accident that occurred on the 20th of September, 2024.

The purpose of the Directorate of Aircraft Accidents and Incident investigations (DAAII) is to promote aviation safety through the conduct of independent investigations without prejudice to any judicial or administrative authority consistent with provisions of the Namibian Civil Aviation Act, Act 6, of 2016. This is in line with provisions of ICAO's Annex 13 paragraphs 7.1 and 7.2.

Note: The information provided herein is of a preliminary nature. Readers are cautioned that there is the possibility that new information may become available that alters this Preliminary Accident Report prior to the availability of the Final Report.

Name of Owner/Operator : Joint Venture V5-DAM/ Desert Air (Pty) Ltd
Manufacture : Gulfstream Aerospace
Model : AC95
Nationality : Namibian
Registration : V5 -DAM
Location : GPS: 19°20'59"S 015°59'29"E
Date : 20th September, 2024. Time: 08:55 UTC



Figure 1: The Aero Commander- 695B, V5- DAM, accident aircraft (Source: Operator)

Purpose of the Investigations:

In terms of the Namibian 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.**

History of the flight

- 1.1.1. On the 20th of September 2024, at around 07H58 UTC a Namibian registered aircraft, V5-DAM an Aero Commander 695B (AC95), got airborne from Windhoek Eros airport for a Charter flight to Etosha Oberland lodge. On Board were only the two pilots. The intention was to pick 6 passengers from Etosha Oberland lodge and fly them to Windhoek Hosea Kutako International Airport.
- 1.1.2. The Co-pilot was the pilot flying (PF) and Pilot in Command (PIC) was monitoring the instruments. The flight was uneventful. On arrival at Etosha Oberland lodge Airstrip the aircraft turned final approach for runway (RWY) 16. The approach seemed normal as the PF positioned the aircraft on the centerline of RWY 16. The aircraft touched down on the centerline and commenced with the landing roll, the crew soon realized that the aircraft was veering to the left. The PF applied right brake to try and keep the aircraft from veering off the RWY, but his input did not help. The PIC then called for control and according to him he also applied right brake and full right rudder. Realizing that the aircraft was not responding to the inputs, the PIC instructed the Co-pilot to press the emergency shutoff valve (cut the engines).
- 1.1.3. The aircraft left the runway and continued towards the perimeter fence until it collided with it. The distance from the point where the aircraft left the runway until the point where it collided with the perimeter fence was 171 meters.



Figure 2: Picture showing how the aircraft came to a full stop.

- 1.1.4. The PIC turned off the power, and the two pilots safely evacuated the aircraft..

1.1.5. The Directorate of Aircraft Accident and Incident Investigations (DAAII) was informed and an investigation was launched.

1.1.6. A Full investigation is still underway and a report will be issued after a thorough analysis.

INJURIES TO PERSONS

The two pilots were not injured as the aircraft remained intact.

DAMAGE TO AIRCRAFT

The Aircraft sustained substantial damage. When the aircraft collided with the perimeter fence, the radome (nosecone) hit an iron pole, causing the nose section of the aircraft to lift almost one meter off the ground before coming to a full stop. The iron pole caused substantial damage to the nosecone. The left propeller was also damaged when it struck the fence and smaller iron poles. The left wing of the aircraft made contact with the fence, but because the AC95 is a high-wing aircraft, only the underside of the wing, the de-icing boot, and the glass of the navigation light were damaged. The nose gear door also suffered some damage during the accident.



Figure 3: Picture showing the damage to the nosecone.



Figure 3: Picture showing the damage to the left propeller.

ON-GOING ACTIVITIES.

Collection and analysis of a range of standard information for an accident investigation of this nature are ongoing.

FINDINGS

Although the investigation is ongoing, the following findings have been made:

1. Pilot-in-command

The pilot was a holder of a valid Namibian Commercial Pilot License issued in accordance with the Namibian Civil Aviation Regulations (2001) part 61.01.10 and was valid until 27/12/2024. The PIC also had a valid class 1 and 2 medical certificates. The Class 1 medical certificate had an expiring date, 31/03/2025, and Class 2, 31/03/2029. At the time of accident the pilot had flown more than 6125 hours on aeroplanes of which 114, 1 hours was flown on the type.

2. Co- Pilot

The co- pilot was a holder of a valid Namibian Commercial Pilot License issued in accordance with the Namibian Civil Aviation Regulations (2001) part 61.01.10 and was valid until 03/02/2025. The PIC also had a valid class 1 and 2 medical certificates. The Class 1 medical certificate had an expiring date, 30/06/2025, and Class 2, 30/06/2029. At the time of accident the pilot had flown more than 1003,4 hours on aeroplanes of which 55, 1 hours was flown on the type.

3. Aircraft

The last Mandatory Periodic Inspection (MPI) carried out was certified on 30/08/2024. The aircraft had flown a further 5.5 hours since the inspection was signed out.

Compiled by:



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Investigator-in-Charge

Date: 03 October 2024



Philippine Lundama

ACTING DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION