

REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incident
Investigations**

**Aircraft Accident Investigation Preliminary
Report**

Occurrence number: ACCID/12112023/ 01-07

RELEASE DATE:



Aircraft Accident Preliminary Report

Description of occurrence: Crashed on landing due to impact with wildlife

Reference number: ACCID/12112023/ 01-07

Name of operator/owner: Bernd Dolba

Type of operation: Private Flight

Manufacturer: M&D Flugzeugbau GmbH u. Co KG

Model: JS-MD3RES

Registration mark: D-KIBD, German

Place of occurrence: S23°33'11 "E18°51'27", ± 25Km east of Veronica Airstrip

Date: 11th December, 2023

Time: 19:21 local time



Figure 1:File photo.



Introduction

The information contained in this Preliminary Accident Report is published to inform the aviation industry responsible for Aviation and the public of the general circumstances of the occurrence, on the 11th of December 2023.

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. Which 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 Accident Report. Any person who has information concerning this accident should contact the Directorate of Aircraft Accident and Incident Investigation (DAAII) on: DAAII@mwt.gov.na.



HISTORY OF FLIGHT

- 1.1 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.
- 1.2 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.
- 1.3 The pilot selected an open pan \pm 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 glider's right wing made contact with 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.
- 1.4 A full investigation is still underway and a full report will be issued after a thorough analysis.

*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 a lack of thermals or any other operational concern. Not every out landing is an emergency and does not require the activation of ERP's (Emergency response plan).



INJURIES TO PERSONS

There were no injuries to the occupant.

DAMAGE TO AIRCRAFT

The aircraft sustained substantial damage to both wings, the tailboom and elevator.

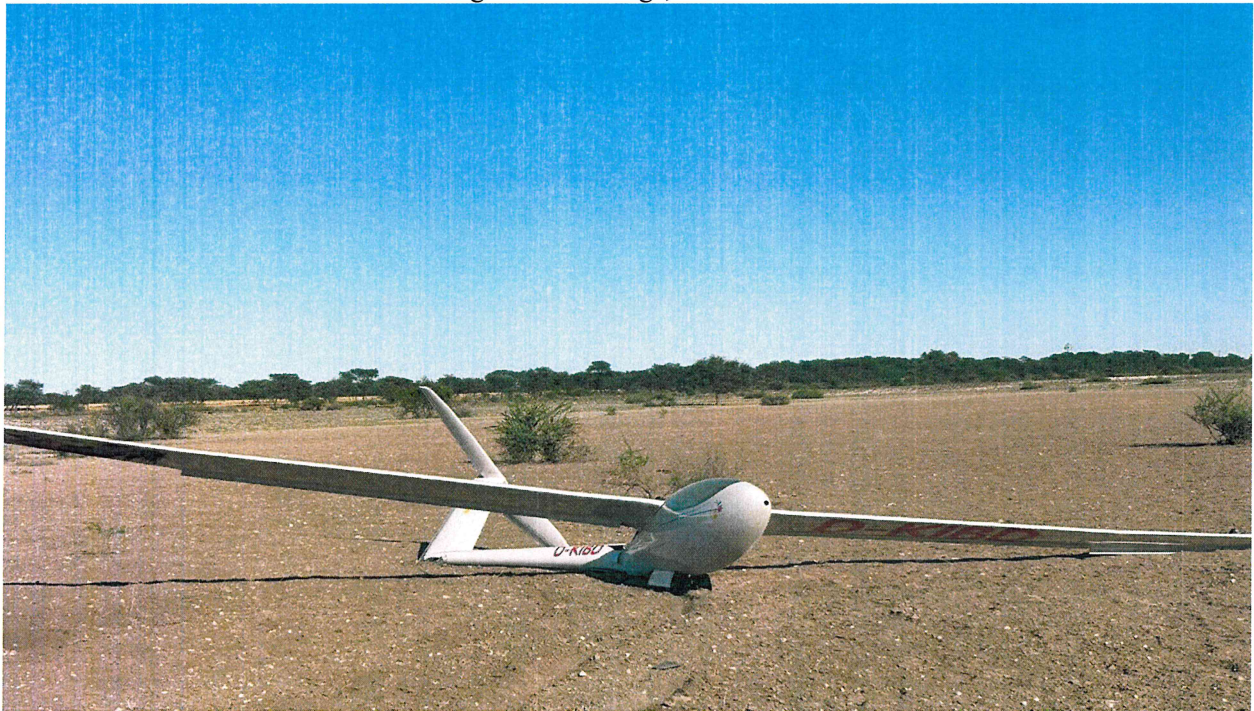


Figure 2: Showing Gliders as it came to rest.



Figure 3: Showing damage to glider.

PERSONNEL INFORMATION

The pilot flying had a valid SPL(Sailplane Pilots License). CZ/FCL/SPL/7934. The medical certificate had an expiry date of 2024/05/12. He also had valid Sailplane rating and had 520 hours on type.

FINDINGS

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

1. The pilot had a valid medical certificate, and ratings relevant to this aircraft and the operation.
2. The aircraft had a valid permit to fly until 11/6/2024
2. The last annual inspection was done on 26/4/2023 and valid until 25/4/2024
3. The weight and Balance was certified on 16/5/2022.

INTERIM RECOMMENDATIONS

None

Compiled by:

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Denzil E. Britz
Investigator-in-charge
DAAII

Date: 09/01/2024

Released by:

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Hon John Mutorwa, MP

MINISTER: MINISTRY OF WORKS AND TRANSPORT

Date: 17.1.2024

