



REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

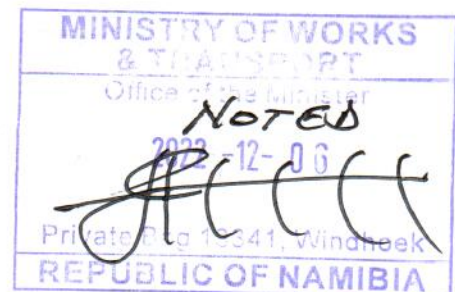
Directorate of Aircraft Accident and Incident Investigations

Occurrence Reference: ACCID/11162022/01-05/

Aircraft Accident Investigation Preliminary Report

Cessna 206 (V5-NSK)

RELEASE DATE:



Aircraft Accident Preliminary Report

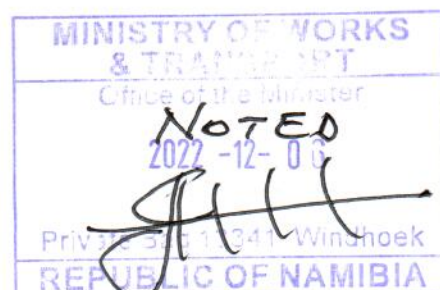
DESCRIPTION OF OCCURRENCE: Runway Excursion and subsequent collision with terrain.

TYPE OF OPERATION: Private.

AIRCRAFT TYPE: Cessna 206 (V5-NSK)

LOCATION: Farm Masindi 371, Gobabis

DATE AND TIME: 16th November 2022 (12:45 UTC).

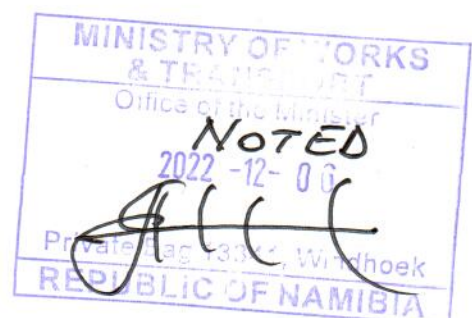


Introduction

The information contained in this Preliminary Occurrence Report is published to inform the Minister responsible for Aviation and the public of the general circumstances of the accident that occurred on the 16th of November, 2022.

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 Report prior to the availability of the Final Report.



Name of Owner/Operator : Ground Rush Investments
Manufacture : Textron Aviation
Model : C206
Nationality : NAMIBIAN
Registration : V5-NSK
Location : Farm Masindi 371. Gobabis
Date : 16th November 2022 Time (12:45 UTC).

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 16th of November 2022, a Namibian-registered Cessna 206 aircraft was preparing to take off from Farm Masindi 371. Gobabis Area. At around 12:45 UTC on a private flight to Hosea Kutako international Airport. The pilot and his five passengers were on board the aircraft.
- 1.1.2 The pilot stated that he prepared his passenger for the flight, by ensuring they were properly restrained and gave a safety briefing.
- 1.1.3 The pilot then drained the aircraft's fuel strainers to ensure the fuel system was free of contaminants, he did rump checks before starting the aircraft. After starting the aircraft, he pushed the throttle fully forward procedurally The aircraft accelerated normally as expected. When the airspeed reached 60mph he was preparing to rotate(lift off)
- 1.1.4 After a quick look at the instrument, the pilot noticed the fuel flow had dropped to about 18 and the rpm was below redline, the engine had not reached maximum power, the pilot decided to abort the takeoff as he also felt that the engine had not reached maximum power. He pulled the throttle back and closed the fuel selector and started to apply steady pressure on the brakes
- 1.1.5 The aircraft was not slowing sufficiently enough so the pilot told the passengers to brace themselves and steered to the right into a thick bush avoiding hitting a big tree at the end of the runway.



- 1.1.6 The aircraft came to a halt and the passenger disembarked.
- 1.1.7 No one was injured but the aircraft was substantially damaged and an assessment is still underway.
- 1.1.8 A Full investigation is still underway and a report will be issued after a thorough analysis.

Photo 1. Location of the accident site..

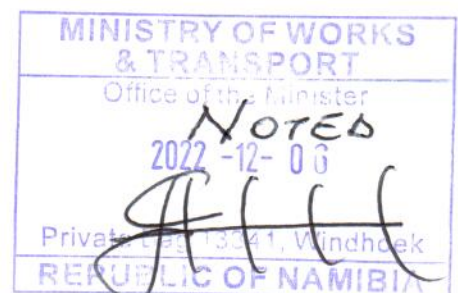




Photo 2 Photo depicting the aircraft's impact on vegetation

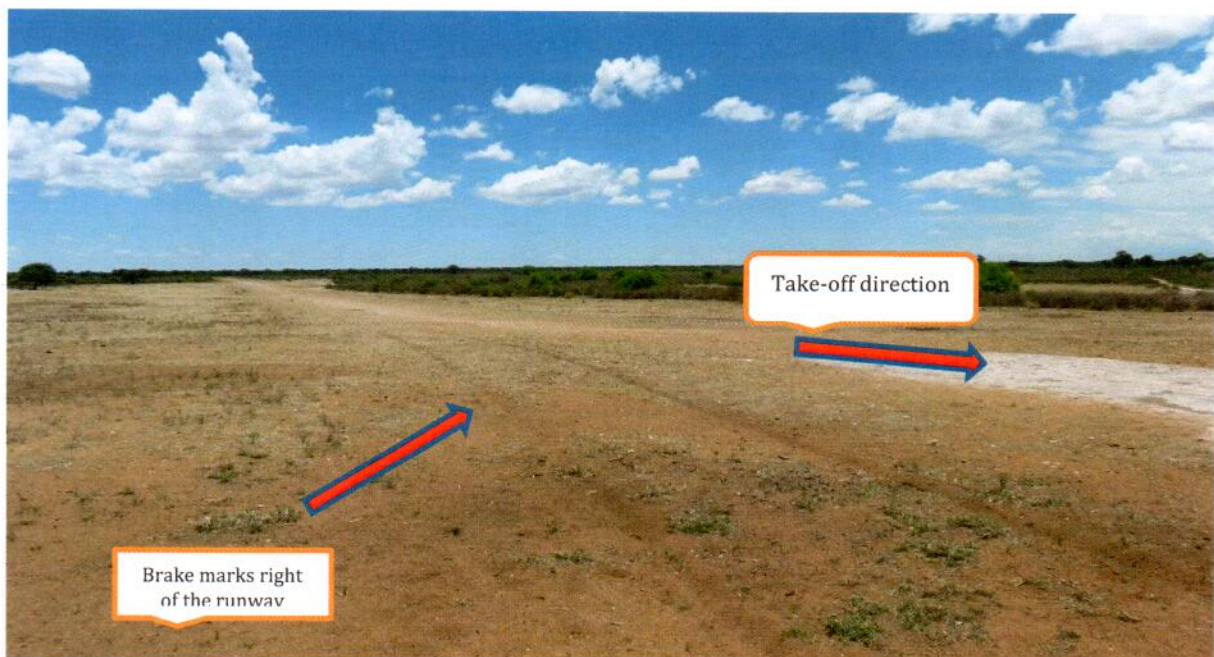


Photo 3 Photo depicting the aircraft's brakes as it left the runway veering to the right.

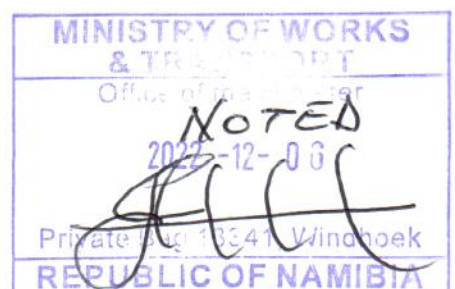




Photo 4.

INJURIES TO PERSONS

No injuries were reported.

ON-GOING ACTIVITIES.


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

FINDINGS

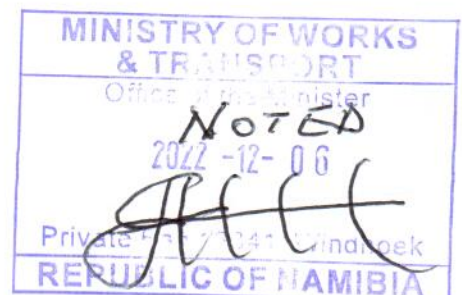
Although the investigation is ongoing, the following findings have been made:

- 1 The pilot's private pilot license and medical certificate were valid at the time of the accident.
2. The last mandatory Periodic Inspection (MPI) was certified on 29/09/2022 by AMO No. 66 At 16890 hours and the engine had accumulated 2567.90hours

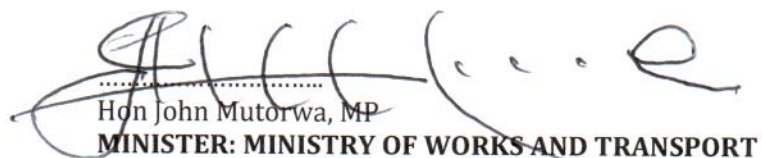
Compiled by:


Hafeni Mweshixwa
Investigator-in-charge
DAAII

Date: 01 Dec 2022



Released by:


Hon John Mutorwa, MP
MINISTER: MINISTRY OF WORKS AND TRANSPORT

Date : 6.12.2022

