



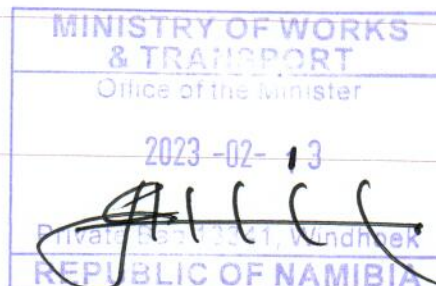
REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incident
Investigations**

Occurrence Reference: ACCID/01292023/01-01/

**Aircraft Accident Investigation Preliminary
Report**

RELEASE DATE:



Aircraft Accident Preliminary Report

DESCRIPTION OF OCCURRENCE: Loss of Control in Flight and subsequent collision with terrain(LOC-I)

TYPE OF OPERATION: Private.

AIRCRAFT TYPE: ULF-1E, (D-NEQR)

LOCATION: GPS: 23° 25' 3.94" S 12° 49' 52" Rehoboth

DATE: 29/01/23

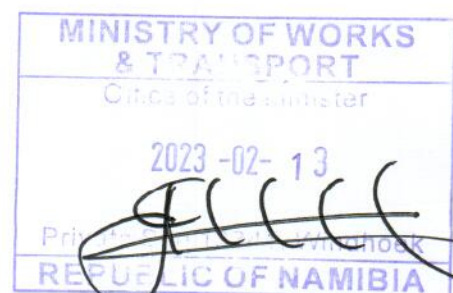


Introduction

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.



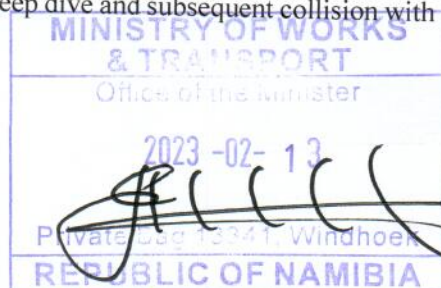
Name of Owner/Operator : Steinbeck Joern
Manufacture : Dietmar Rebl
Model : ULF -1E
Registration : D-NEQR
Location : 23° 25' 3.94" S 12° 49' 52" Rehoboth NAMIBIA
Date : 29th January 2023

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 29th of January 2023, a ULF-1E, glider with registration D-NEQR, and serial number 122. Crashed shortly after take-off from camp 15 of Bahnoff town land area about 15 km southeast of Rehoboth, at around 12:24 UTC. The pilot was the sole occupant and sustained fatal injuries.
- 1.1.2 An eyewitness who was also his longtime friend and fellow aviation enthusiast stated that he, the pilot and his wife arrived at the camp, they went to a local resident (witness 2) where the trailer with the sailplane inside was parked. Witness 2 hooked up the trailer and brought it to the launch. He stated that he planned to paraglide first then after he would assist the pilot to witch his sailplane so he could fly it, they laid out some nettings to the ground, and the pilot then drove the winching car and towed witness 1 in the air and released him.
- 1.1.3 Witness 1 flew around in the area landed and took a rest in the car, while the pilot and witness 2 were still setting up the sailplane (glider). They laid out zinc sheets to make a slide for the sailplane. When they were done with the preparation of the sailplane witness 2 hooked up the rope to the plane. The pilot checked the sailplane to make sure all was fine.
- 1.1.4 The pilot's wife (witness 3) drove the tow car, all times being in communication via radio, the pilot gave the command to start pulling him up. Everything was looking perfect on the launch and he was gaining height, about 20 seconds suddenly the plane plummeted out of the air and crashed into the ground. It was about 500 to 600 meters away and the height was maybe 70 to 100 meters.
- 1.1.5 Video footage recovered from Witness 1 showed a sudden steep dive and subsequent collision with terrain.



1.2 Injuries to person

Injuries	Pilot	Crew	Pass.	Other
Fatal	1	-	-	-
Serious	0	-	-	-
Minor	0	-	-	-
Total	1			

1.3 Damage to Aircraft

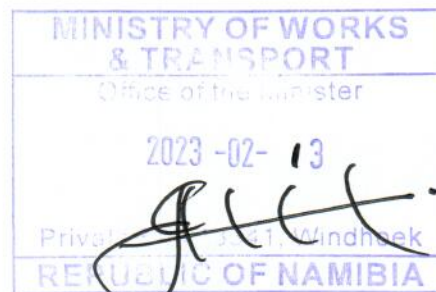
The aircraft was destroyed

1.5 Personnel Information

Nationality		Danish		
Licence No	PA 70185	Gender	Male	Age 54
Licence valid		Not Valid	Type Endorsed	No records ¹
Type Ratings	Without Instruments Ratings			
Medical done	31 March 2019. (Not valid at time of accident))			
Restrictions	Valid with corrective glasses.			
Previous Accidents	unknown			

Total Hours	63.1
Total Past 90 Days	No records
Total on Type Past 90 Days	No records
Total on Type	No records

1.6 Aircraft Information



¹ His Namibian issued pilot license did not contain any glider endorsement. The only endorsement was Private Pilot - Aero plane

Airframe:

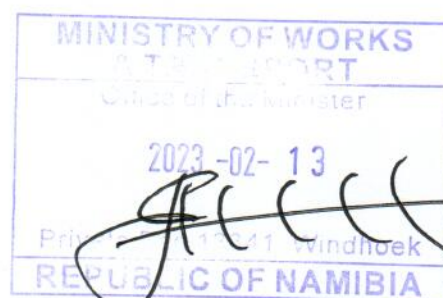


Photo 1. File photo

The ULF-1 single-seat foot-launched sailplane was designed by Dieter Reich and constructed by Heiner Neumann of Germany. Designed for ridge soaring and marginal thermal currents (Microlift), it has full three-axis aerodynamic control.

The basic construction materials are spruce, birch plywood and balsa. The airframe is covered with doped fabric. For hinges, fasteners and fittings, aluminium, steel sheet and fibreglass/resin are used. Steel tubes are employed only for the control stick, control parts in the cockpit area and rudder drive.

TEGENERAL ARRANGEMENT



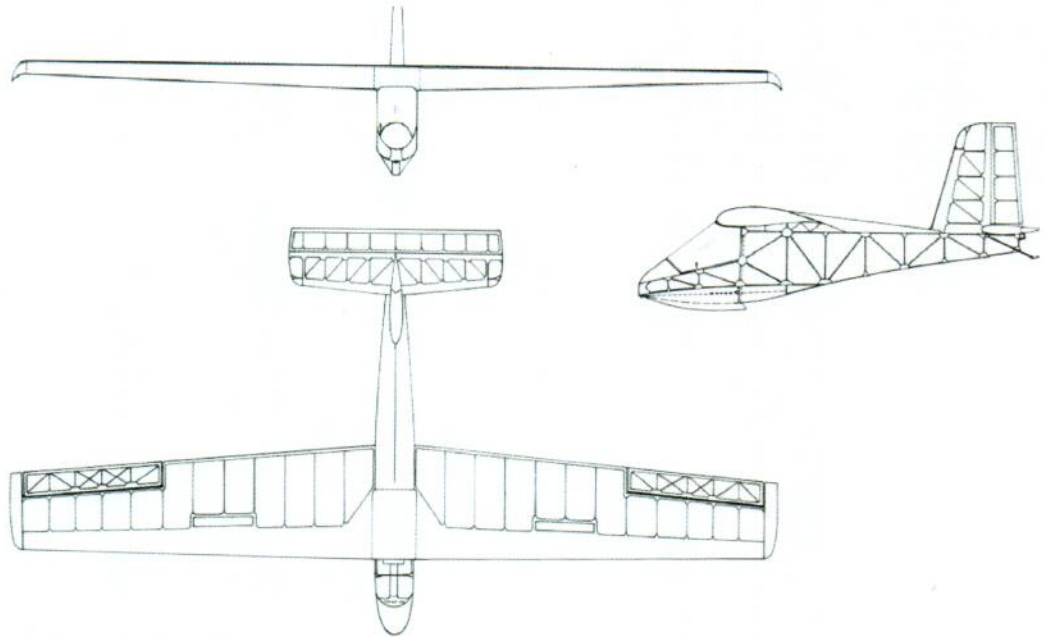


FIGURE 2. General arrangement

Type	ULF -1E Non powered glider	
Manufacture	Dietmar Rebl	
Total Airframe Hours (At time of Accident)	No records	
Last MPI (Date & Hours)	No records	
Hours since Last MPI	N/A	
C of Airworthiness	No records	

Engine:

Type	N/A
Serial No.	N/A
Hours since New	N/A

1.8 Aids to Navigation

- 1.8.1 The aircraft was equipped with standard navigational equipment for the type. There were no Ground-based navigation aids.

1.9 Communications.

- 1.9.1 The pilot was in communication with the towing car operator via a two-way radio. Go-pro recorded all the communications and there were no communications difficulties detected..

1.10 Aerodrome Information

The accident happened on a non-approved open municipal field.

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 Wreckage distribution and Impact Information

- 1.12.1 The aircraft dived into the ground at near vertical angle and then broke apart. A small crater on the ground with protruding wooden splitters was evident. The dope and wood airframe was scattered over a small radius.



Figure 1: Extent of damage on the fuselage and relatively small radius of wreckage distribution.

1.13 Medical and Pathological Information

- 1.13.1. Medical and pathological investigation ongoing.

1.14 Fire

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

1.15 Survival Aspects.

- 1.15.1 This was not a survivable accident due to the high-impact forces. The dope and wood structure offered little resistance to these forces.

1.16 Tests and Research.

- 1.16.1. None was done and none was required

1.17 Organizational and Management Information.

- 1.17.1. Records obtained by the investigator indicate that the trailer and the used glider produced/manufactured in 1988 was shipped into Namibia from Germany on 12 February 2015.

1.18 Additional Information

Investigations are still ongoing.

1.19 Useful or Effective Investigation Techniques.

- 1.19.1 Not applicable.

2. ANALYSIS

Investigations still ongoing.

3. CONCLUSION

3.1 Findings

- 3.1.1 The pilot was a Danish citizen who was a holder of a Private Pilot License. (PPL) issued by NCAA. There was no evidence to indicate the renewal of his group type rating Single Piston Engine Land Aeroplane which expired on 17/10/2018.
- 3.1.2 The last recorded flight on his logbook was on the 22/9/2017, Which was conducted on a sling aircraft. The other recorded training and flights were on
- 3.1.3 There was no indication from the log book and existing records that he was authorized or received training to fly a glider.
- 3.1.4 The accident glider had foreign registration.

3.2. Cause

- 3.2.1 Investigations still ongoing

Kind regards,



Hafeni Mweshixwa
Investigator-in-Charge

Date:

13 FEBRUARY 2023

Released by:



Hon John Mutorwa, MP

MINISTER: MINISTRY OF WORKS AND TRANSPORT

Date: 13.2.2023

