



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

**Directorate of Aircraft Accident and Incidents  
Investigations**

**Accident Reference: ACCID/11252022/01-04**

**Aircraft Accident Investigation Interim  
Report**

**C182 (ZS-ERO)**

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**RELEASE DATE: 25/10/2023**

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## Introduction

In view of the sustained interest within the aviation industry, and amongst the travelling public, it is considered appropriate to publish an update on the continuing investigation into this accident. This report is in addition to the Preliminary Report, released on 2022/12/1.

The information contained in this Interim Accident Report is published to inform the aviation industry and the public of the general circumstances of the accident that occurred at Twyfelfontein Airport.

Readers are cautioned that there is the possibility that new information may become available that alters this Interim Accident Report prior to the availability of the Final Accident Report.

In accordance with policies of DAAIL which are in line with Annex 13 to the Convention of International Civil Aviation the sole objective of the investigation is to determine the probable cause of the accident and to make safety recommendations intended to prevent a reoccurrence.

It is not the purpose of this activity to apportion blame or determine liability.

## Factual Information

### History of the Flight

According to the pilot, on the 25th of October 2022, a South African registered Cessna 182 aircraft got airborne from Vingerklip on a private flight to Twyfelfontein Airport. The aircraft was authorized to fly to routing FBKE-FYKM-FYLS-FYRU-FYMO-FYTF-FYSM-FYSU-FYLZ-FYSH-FYKT. The pilot and his two passengers were on board the aircraft.

The pilot stated that the flight was normal and approach into Twyfelfontein with speed around 60 kts. With Crosswind appr. 10 kts from the left. After a very soft touchdown on the centreline, the aircraft drifted to the right edge of the runway. A strong kick into left rudder turned it to the left, but at the last moment, the right landing gear strike a tire, which flipped and impacted the right aft fuselage.

The aircraft came to a stop and everyone disembarked.



Figure 1. Damage to the lower aft fuselage appr. 1,5 m behind the right door.



FIGURE 2 SIDE VIEW

### PERSONNEL INFORMATION

The pilot was 71 years old German national with a valid german Private Pilot license for the aircraft type . The pilot had a first-class medical certificate with valid. The pilot had 25000 hours of experience. He had logged 75 hours on type.

### Research

On 21<sup>st</sup> September 2022 the NCAA issued an Overflight and Landing Authorization (OLA) for **ZS-ERO/EFK/JOE** routing **FBKE-FYKM-FYLS-FYRU-FYMO-FYTF-FYSM-FYSU-FYLZ-FYSH-FYKT-FAUP**. The authorization permit was only valid for the above-mentioned flight/route. Records indicate that the aircraft flew from **FBKE –FYKM-FYNL-FYMO-FYOA-FYFK-FYTF-FYSM-FYSU-FYLZ**.

The aerodrome investigations (Twyfelfontein) revealed that the airstrip is approximately 2200m long, 13m wide and has an east-west bearing. The edge markers (tyres) are painted white and are approximately 3m from the edges on each side of the landing strip. The height of the tyres is approximately 280mm, and the tyres are spaced 50m apart along the length on either side of the airstrip.



## Findings

The aircraft had a valid Certificate of airworthiness issued by the South African Civil Aviation Authority on 21/05/2019 with an expiry date of 31/05/2023. Certificate number ZS-ERO/4.

The pilot was a German citizen who was a holder of a Private Pilot License. (PPL) issued by the Republic of Germany as well as a South African validation 2272312018. The validation had an expiry date of 17/05/2026.

The accident was not reported to the regulator nor to the investigation authority (DAAII) by either the pilot or the owner. The pilot flew the damaged aircraft with passengers to other destinations.

The pilot had a valid Private Pilot Licence.

## Safety Recommendations

There were no safety recommendations issued at the time of releasing the interim statement.

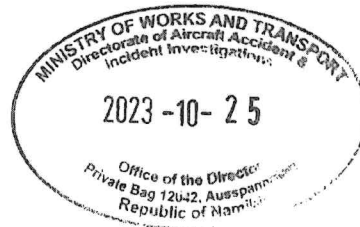
## Conclusion

This Interim Accident Report has been made available as an update on the progress of this investigation.

The final report has been sent to the Minister for release.



Magnus Abraham



**DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION**