



REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incidents
Investigations**

Accident Reference: ACCID/11162022/01-05/

**Aircraft Accident Investigation Interim
Report**

16th November 2022 (12:45 UTC).
CESSNA 206 V5-NSK
Windhoek NAMIBIA

RELEASE DATE:

16/11/2023

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 6th December 2022.

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 Farm Masindi 371. Gobabis. On the 16th November 2022.

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.

The Directorate of Aircraft Accident and Incident Investigations (DAAII) as the authority in charge of the investigations is working in close corporation with Accredited Representatives from the state of design and manufacture (USA) and their advisors.

In accordance with policies of DAAII 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.

Status	: Interim
Name of Owner	: Ground Rush Aviation
Operator	: Schalk Pienaar
Manufacture	: Textron Aviation
Model	: C 206
Nationality	: Namibian Registered
Registration	: V5 - NSK
Location	: 22°58'21"S 019°25'37"E Farm Masindi.
Date	: 16th November 2022 Time: 12:45 UTC
Occupants	: Crew: 1/ Passengers: 5
Total fatalities	: Fatalities: 0 Injuries: 0
Airplane damage	: Aircraft destroyed
Phase	: Takeoff

Factual Information

History of the Flight

On the 16th November 2022, at around 1245 UTC a privately owned, Namibian registered aircraft was on a take-off run on a private runway at Farm Masindi, Gobabis area. On Board were the pilot and five passengers on a private flight to Hosea Kutako International Airport.

According to the pilot, he did the pre-flight inspection and briefing to the passengers, then started the aircraft, the pilot pushed the throttle fully forward procedurally, the aircraft accelerated normally as expected. When the airspeed reached 60mph he was preparing to rotate (lift off).

The pilot noticed the fuel flow had dropped to about 18h/g and the rpm was below the 'red arc', the pilot then decided to abort the take-off as he also felt that the engine had not reached maximum power. He pulled the throttle back and closed the fuel selector and applied brakes. The aircraft was not slowing sufficiently enough so the pilot told the passengers to brace themselves then steered to the right into a thick bush avoiding hitting a big tree at the end of the runway.

No one was injured however the aircraft was substantially damaged and later declared a hull loss.



Figure 1. Photo of damaged aircraft as it hit the bush



Figure 1. Aircraft wreckage was declared a hull loss.

PERSONNEL INFORMATION

The pilot was 36 years old Namibian national with a valid Namibian license for the aircraft type . The pilot had a first-class medical certificate with no limitations, valid till 31/10/2023. The pilot had 149.5 hours of experience. He had logged 62.4 hours on type.

AIRCRAFT INFORMATION

Type	Cessna U206
Serial No.	U206 1197
Manufacture	Textron
Year of Manufacture	1968
Last MPI (Date & Hours)	29/09/2022 at 16,890.70 airframe hours
Hours since Last MPI	30.6 hours
C of Airworthiness	10/10/2022 valid till 09/10/2023
Operating Categories	Standard A, C, D, E. F

Engines

Manufacturer	Continental
Model	10-550-LcF
Serial No.	1009104
Hours since New	2486.1

Tests and Research.

The engine was transported to an AMO in Wonderboom Airport Pretoria, South Africa. The AMO with certificate number AMO227 did a teardown. The engine was stripped and inspected no abnormalities were detected.

The magnetos were bench tested and found in good working condition, the fuel system was tested and was found to be satisfactory. The propeller governor was bench tested and no abnormalities were observed.

Findings

The maintenance records indicated that the aircraft was certified equipped and maintained in accordance with existing regulations and approved procedures.

The aircraft's Certificate of Airworthiness was valid.

There was no evidence of airframe failure or system malfunction prior to the accident as none was recorded on the flight folio, apart from the 'Hobbs meter defective'.

The engine was bench tested at all power settings, magnetos were removed and underwent more testing and no anomalies were detected.

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.



Hafeni Mweshixwa

Investigator-in-Charge

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Magnus Abraham



DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION