



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

**Directorate of Aircraft Accident and Incident
Investigations**

**Aircraft Accident Investigation Preliminary
Report**

RELEASE DATE: 23RD JUNE 2025

Aircraft Accident Preliminary Report

DESCRIPTION OF OCCURRENCE: Collision with terrain during low-level flight.

TYPE OF OPERATION: Private.

AIRCRAFT TYPE: Windlass |Aquila (ZU-FIW)

LOCATION: Farm Gras 37 km from Kalkrand

DATE AND TIME: 2025/05/31 (08:25 local time).

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 2025/05/31.

The purpose of the Directorate of Aircraft Accident 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 the 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 : SPANGENBERG JOHANNES JAKOBUS
Manufacturer : Microcrafts Africa (South Africa).
Model : Aquilla
Pilots Nationality : Namibian
Registration : ZU-FIW
Location : Farm Gras, 37km from Kalkrand
Date : 2025/05/31 (08:25 local time).

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

On 31st May 2025 at approximately 08:10 local time, Windlass Aquilla Ultralight aircraft got airborne from Farm Gras for a private flight around the farm. On board was the pilot and his passenger. Weather conditions were reported as cold with light winds.

According to the passenger's statement, the initial phase of the flight proceeded without incident. Approximately 15 minutes after departure, while cruising, the pilot observed a jackal, he discussed with the passenger and they decided to shoot it. The passenger who was seated at the backseat then discharged two projectiles toward the jackal but missed, after which the pilot advised him to 'Be calm and focus' and initiated a turn toward the animal.

At an estimated altitude of 60 meters Above Ground Level (AGL) they saw the jackal again but decided not to shoot as it was too far away.

The passenger further stated that, the pilot became unresponsive.

The aircraft impacted terrain, the passenger who had only sustained minor injuries tried to talk to the pilot but observed no signs of life.

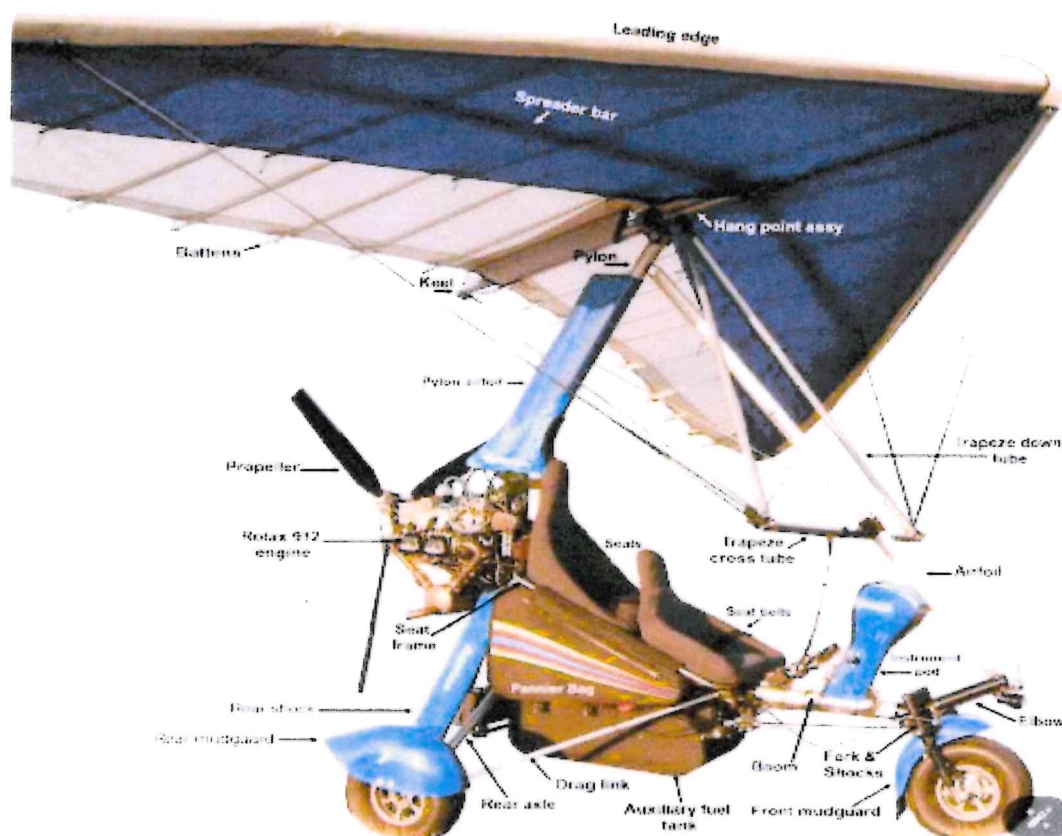


Photo 1. File photo (source. <https://solowings.co.za/aquilla>)

SPECIFICATIONS

Power plant	80 HP, 4 stroke Electric start Liquid cooled
Empty weight	222 kg
All up weight	450 kg
Climb rate	7 mt/s (solo) 5 mt/s (dual)
Stall speed	50 kph (solo) 65 kph (dual)
Fuel consumption	9 litres p/hr (solo) 12 litres p/hr (dual)

Maximum Speed Cruise	140 kph 65 – 100 kph
Fuel rating	95 / 97 octane
Fuel Capacity	50 litres
Wing area	15 sqm (Aquila II) 14.5 sqm (Aquila I)
Wing Span	10,5 m
Design loads	+ve 6 g's; -ve 3 g's

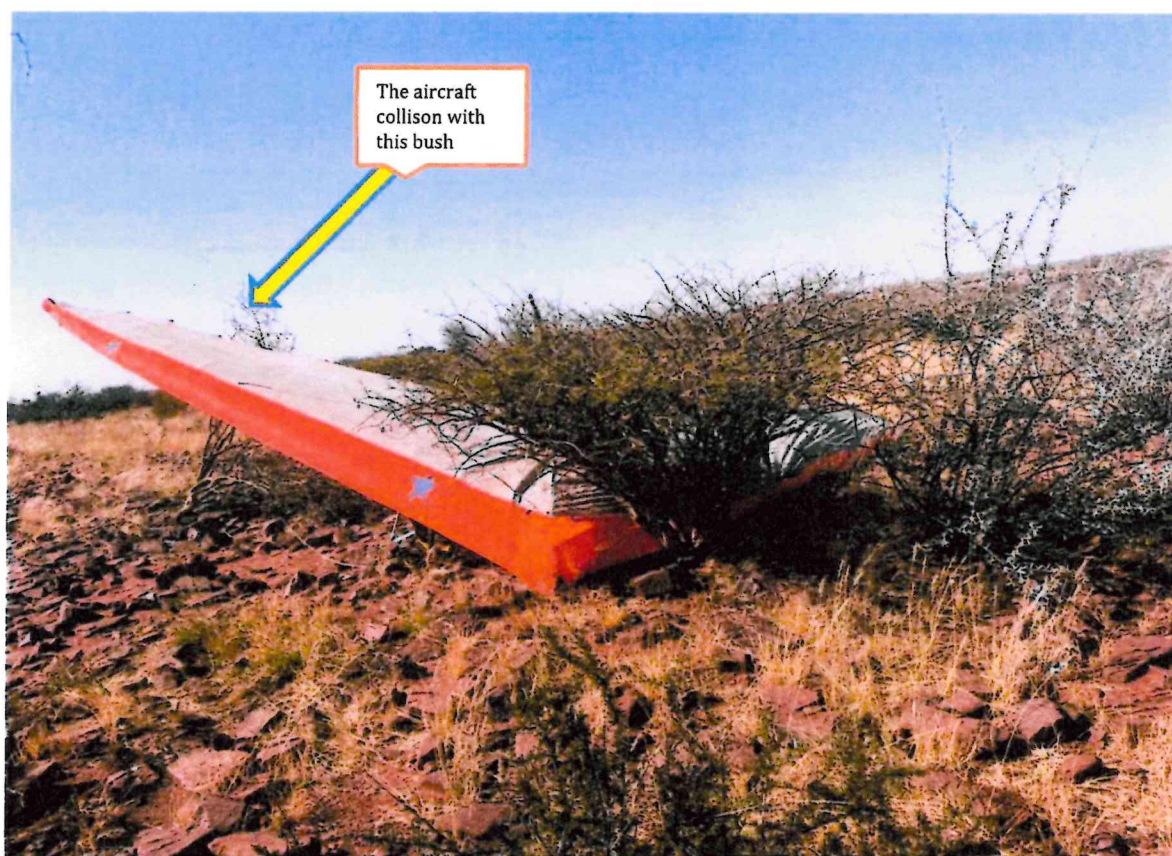


Photo 2 The Aquilla ultra light after collision into the bushes.

INJURIES TO PERSONS

The pilot sustained fatal injuries while the passenger only minor injuries to his hands

ONSITE EXAMINATION

An initial on-site examination of the ultralight aircraft revealed the following:

- The instrument panel was found separated from the main fuselage, and only connected by electric cables. Several instruments remained intact and indicated that the aircraft had fuel above the half way mark remaining at the time of the accident which was later confirmed by examining the fuel tank content.
- Ground impact evidence showed that the aircraft initially impacted terrain in a forward rolling motion, followed by a secondary collision with surrounding vegetation (bushes). The aircraft then rotated approximately 340 degrees, coming to rest on its left lateral side.
- The pylon-mounted airfoil (wing support structure) fractured approximately at mid-span, resulting in the trapeze wing being displaced and rotated approximately 270 degrees relative to the aircraft's longitudinal axis.
- The nose gear assembly was found separated and only partially connected by cables to the main wreckage, consistent with forward and downward impact loads.
- A review of the Hobbs Meter (flight hour recorder) indicated the aircraft had accumulated a total of 75.4 flight hours at the time of the occurrence.



Photo 3 Depicting the aircraft final orientation

ON-GOING ACTIVITIES.

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

FINDINGS


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

The aircraft involved was a non-type-certified ultralight, and records available at the time of the investigation did not indicate that the pilot was registered with a recognized Aviation Recreational Organisation (ARO), as outlined in the applicable Namibian Civil Aviation regulatory framework for this category of aircraft.

There were no records indicating that the Pilot had a Pilot license nor a Medical Certificate as required to operate an aircraft.


The ultralight aircraft had been operated for approximately 10 hours without evidence of registration with the regulator or formal authorization for flight operations, as required under applicable national regulations.

A Full investigation is still underway and a full report will be issued after a thorough analysis


.....
Hafeni Mweshixwa
Investigator in Charge
DAAII

Date: 24/06/2025

Released by:


.....
Philippine Lundama
Acting Director: DAAII



Date: 24/06/2025