



REPUBLIC OF NAMIBIA  
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incident  
Investigations**

Occurrence Reference: ACCID08042025/08-01

**Aircraft Accident Investigation Preliminary  
Report**

**AUTOGYRO MTO SPORT (Y024), V5-UVG**

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RELEASE DATE: 04<sup>TH</sup> SEPTEMBER 2025

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# Aircraft Accident Preliminary Report

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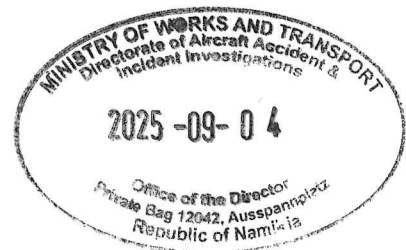
DESCRIPTION OF OCCURRENCE: Crashed after colliding with power lines North-East of Omaruru Airfield

TYPE OF OPERATION: Private Flight.

AIRCRAFT TYPE: AUTOGYRO MTO Sport (Y024), V5-UVG

LOCATION: GPS: 21°23'50"S 016°00'05"E North-East of Omaruru Airfield, Erongo Region, Namibia

DATE AND TIME: 04 August 2025 (16: 22 UTC).

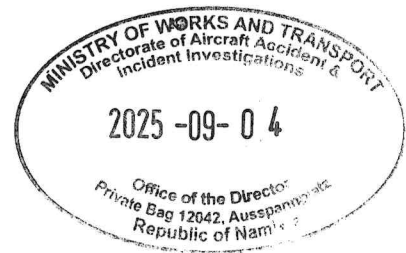


## Introduction

The information contained in this Preliminary Accident Report is published to inform the public of the general circumstances of the accident that occurred on the 04<sup>th</sup> of August 2025.

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 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 Accident Report prior to the availability of the Final Report.*



**Name of Owner/Operator** : Schiegg Beat and Peter Adrian  
**Manufacture** : AutoGyro, Germany  
**Model** : MTO SPORT  
**Nationality of Aircraft** : Namibian Registered  
**Registration** : V5 -UVG  
**Location** : North-East of Omaruru Airfield, Erongo Region, Namibia,  
GPS: 21°23'50"S 016°00'05"E  
**Date** : 04 August 2025  
**Time** : 16: 22 UTC



Figure 1: AutoGyro MTO Sport (Gyroplane), V5-UVG, accident aircraft (Source: Owner)

V5-UVR      AUTO GYRO MTO SPORT (Y024)      10103 S (S/N)



## 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 04<sup>th</sup> of August 2025 a Namibian Registered Gyroplane, V5-UVG, took off from Omaruru (FYOM) airfield at 15:47 UTC for a short local flight. The flight was in preparation of the Pilot's skills test the next day. According to the Pilot, who was the only occupant, he did two touch-and-go's (landing and taking off without stopping on the Runway) and then turned to the North-East and climbed to between 700 and 900 feet above ground level (AGL), he then set course to the North of a hill, known as the "Omaruru-Koppie", he practiced several maneuvers. He also practiced two engine-out maneuvers. After feeling satisfied with his performance, he decided to head back to the airfield at about 800 feet AGL. Enroute to the Airfield the pilot decided to do another engine-out maneuver. He selected a gravel road that runs parallel with the Omaruru river. The road is on the left bank of the river. According to him, he lowered the nose, checked for people, vehicles and obstacles on the road, after observing that it was all clear he determined the aiming point on the road and went through the procedures. A slight cross wind was prevailing from the right as he prepared for the landing. When the landing was assured, he rounded out and kicked in the throttle and at that moment he collided with a power line.

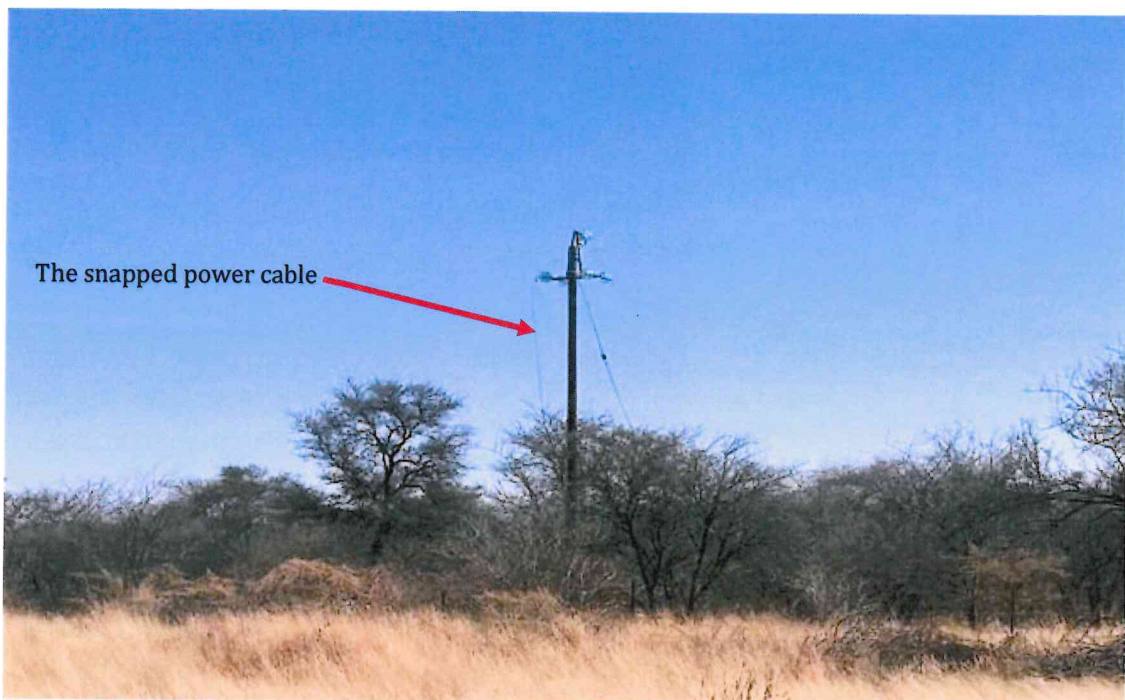


Figure 2: Picture showing the snapped power line.

- 1.1.2. After the collision with the power line the Gyroplane remained airborne for a while and touch down in the centre of the gravel road, however the landing was very hard causing the nose and the right wheel to broke off, thereafter the Gyroplane veered off to the right and finally came to a full stop in the grass and fell on its side.



Figure 3: Picture showing how the aircraft came to a full stop (Source: Namibian Police).

- 1.1.3. The pilot evacuated the aircraft, but he had suffered an injury to his mouth when the windshield of the Gyroplane hit him in his face during the collision with the power lines. He called the Police and a friend who responded to the site, however the Directorate of Aircraft Accident and Incident Investigations (DAAII) was not informed.
- 1.1.4. The DAAII only became aware of the accident when the Namibian Civil Aviation Authority (NCAA) sent a Notification filled by the pilot on Thursday the 07<sup>th</sup> of August 2025, at around 17:00 local time, while the accident happened on Monday, the 04<sup>th</sup> of August 2025, however an investigation was launched.
- 1.1.5. A Full investigation is still underway and a report will be issued after a thorough analysis.

## Injuries to persons

The Pilot suffered an injury to his mouth and lost some of his teeth while some were broken.



## Damage to aircraft

The power line consists of a three high tension cable system, with two cables at the bottom and one at the top. The aircraft passed through the middle, between the bottom two and the top one, however the nose section followed by the windshield and the main rotor mast struck the top cable and it snapped. A small dent is visible on the main rotor mast where the cable made contact. The two bottom cables remained intact.

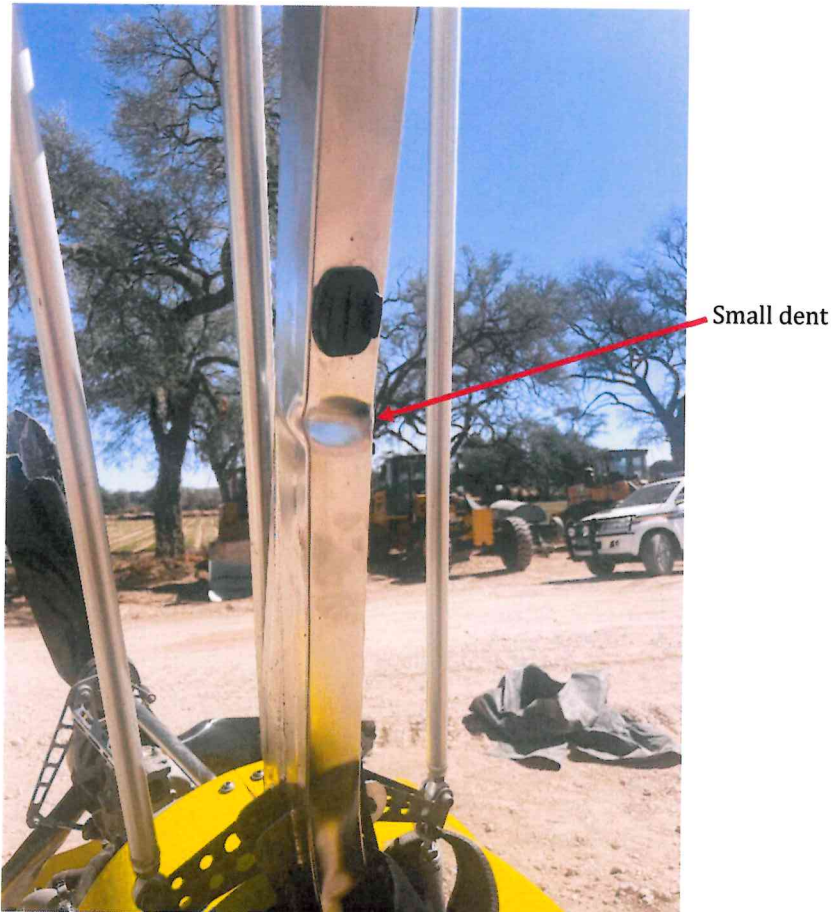
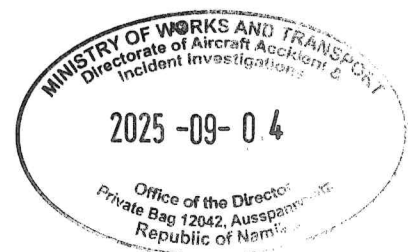


Figure 4: Picture showing small dent on the main rotor mast where the cable made contact.

The aircraft was substantially damaged when the Gyroplane impacted the gravel road causing the nose wheel and right main wheel to broke off. More damage was caused when the Gyroplane fell on its side, the spinning main rotor blades stroke the ground causing the aluminum blades to break. The pusher propeller at the back of the engine also impacted the ground causing the propeller blades to broke as well. The fuselage (fiberglass) and the front windshield were also damaged.





Broken main rotor

Figure 5: Picture showing the damage to the main rotor. (Source: Namibian Police)



Figure 6: Picture showing the damage to the fuselage (Red Arrows)





Figure 7: Picture showing the damage to the windshield.



Figure 8: Picture showing the damage to the pusher propeller at the back of the engine (Red Arrows).

## Survival aspects.

The pilot was properly restrained by making use of the aircraft-equipped safety harness. Impact with the wires considerably slowed down the Gyroplane. The pilot did not sustain serious injuries during the impact sequence which was associated with low kinetic forces within the level of human tolerance. The cabin remained intact, it was therefore concluded that the accident was survivable.

## 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:

### 1. Pilot

The pilot was a holder of a valid Namibian Gyroplane Pilot License. The GYRO License was issued in accordance with the Namibian Civil Aviation Regulations (2001). The pilot also had a valid class 2 medical certificate. The Class 2 medical certificate had an expiry date, 31/12/2025. At the time of the accident the pilot had flown a total of 355 hours on Gyroplanes.

### 2. Aircraft

The Gyroplane had a valid Special Certificate of Airworthiness (Authority to Fly) was issued in accordance with the Namibian Civil Aviation Regulations (2001), with an expiry date, 23/03/2026. The Annual Inspection on the aircraft was carried out on 11/03/2025.

Compiled by:

  
Ben C. A. Engelbrecht  
**Investigator-in-Charge**

Date: 04 September 2025

Released by:

  
Philippine Lundama  
**ACTING DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION**



Date: 04 September 2025