FORM –PRL-100

REPUBLIC OF NAMIBIA

MINISTRY OF WORKS AND TRANSPORT

Directorate of Aircraft Accident and Incident Investigations

Accident Investigation Preliminary Report

File Photo

RELEASE DATE: 14TH NOVEMBER 2025

Accident Preliminary Report

DESCRIPTION OF OCCURRENCE: Catastrophic Engine Failure and Forced Landing.
TYPE OF OPERATION: Charter Flight
AIRCRAFT TYPE: GippsAero GA8 Airvan
LOCATION: 11 nm SE of Charlottenfelder Southern Diamond Camp
DATE AND TIME: 16 October 2025, 15H10 UTC

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 16 October 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 Report prior to the availability of the Final Report.

Name of Owner/Operator	: Namibia Aviation Services
Manufacture	: GippsAero (Now part of Mahindra Aerospace).
Model	: GippsAero GA8 Airvan
Registration	: V5 –EEB
Location	: GPS: 21°17'17.3"S 13°67'23.4"E

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 the 16th October 2025, a Namibian-registered aircraft, V5-EEB. The aircraft took off from Swakomund (FYSM) airport for a coastline scenic flight to Sossusvlei (FYSO). The pilot had 3 sectors to fly, first was FYSM coastwise scenic FYSO, then FYSO direct FYSM, refuel and back again to FYSM. On board were the pilot and six passengers.

The pilot stated that he did his preflight normally, but when he heard a slight "knock- knock-knocking" sound emanating from the L/H side of the engine, according to the pilot, a slight knocking sound which was heard at startup faded completely upon idling. The pilot then proceeded to the run-up pad and conducted run-ups, which revealed no anomalies. Following this, refuelling was carried out, and sectors 1 and 2 were completed according to plan. The climb out and cruise were conducted smoothly, though the pilot elected to climb to FL055 instead of the planned FL025 due to a strong southerly wind causing dust and haze at lower altitudes.

Approximately 12 nautical miles inbound to Charlottenfelder, the pilot reported a sudden, aggressive, loud, and distinct vibration from the engine. Following the initial shock, the pilot immediately attempted to control the engine, noting that manual inputs to both the Mixture Control Lever and the Manifold Pressure (throttle) control had zero effect on the engine's behaviour. The engine performance was uncommanded and uncontrollable. They also noticed that there was a deformation on the top of the engine cowling, and oil was being pushed out of the cowling into the airstream.

At that moment, the pilot broadcast a MAYDAY call on 127.55 MHz, knowing that four other aircraft in the vicinity were also operating on the same frequency. One company aircraft, V5-EMI, ahead on the same routing immediately responded to the MAYDAY call and advised that the distress message would be relayed to Walvis Bay ATC. Another aircraft on the frequency also acknowledged the distress transmission.

The pilot reported being approximately 11 NM southeast of the Southern Diamond Camps, indicated that the aircraft was "going down in the desert," and requested that rescue services be dispatched without delay.

The Pilot-in-Command (PIC) then elected to execute a forced landing onto the rugged terrain of the Namib Desert. He stated he found a flat area on the dunes and made the decision to land there after briefing the passengers. The aircraft approached the dune at a shallow angle with extended landing gear.

The Nose wheel hit the soft sand and broke off, the aircraft catapulted and landed few meters away.The aircraft sustained severe damage upon impact and came to rest on its roof. The PIC successfully assisted all six passengers in exiting the aircraft through the co-pilot door.

Injuries to Persons

Injuries	Pilot	Crew	Passengers	Other
Total	1	– Nil –	6	7
Fatal	– Nil –	– Nil –	– Nil –	– Nil –
Serious	– Nil –	– Nil –	– Nil –	– Nil –
Minor	-Nil -	– Nil –	-NIL-	– Nil –

Damage to Aircraft and Wreckage Sequence

The aircraft sustained substantial damage. The ground impact sequence is described as follows:

I. The aircraft descended at a shallow angle, impacting soft sand.

II. Upon initial contact, the nose wheel broke off.

III. III. The aircraft then catapluted forward and subsequently came to a rest in an inverted position.

IV. The right main wheel also broke off.

The fuselage structure, particularly the rear sliding door frame, was compromised. The specific extent of the damage to the engine, propeller, and wings is subject to further detailed wreckage examination and is currently unknown..

Photo 1 : The Aircraft hit the soft sand and flipped forward.

Photo 2 : The side view of inverted aircraft.

Photo 3: Loss of engine oil.

Personnel
The Pilot-in-Command held the appropriate license for the operation,he had a class 1 medical valid till 16/02/2026 and was described as current and feeling positive about the duty day.
His proficiency check was valid till 31/01/2026.
He had a total of 4781.7 hours, of which 454.4 was on type and having flown 38.2 hours in the last 28 days.

Preliminary Findings
Based on the initial information and pilot report, the following findings have been made:

1. The pilot was appropriately licenses for this operation he was well rested
2. The aircraft had just finished a 25 hour oil change from a local AMO, the aircraft had just returned from completing a 100 hours Mandatory Periodic Inspection (MPI).
3. The aircraft had flown three other flights after the MPI.
4. The primary event was a catastrophic engine failure.
5. The engine failure resulted in a complete loss of control over key engine parameters (Mixture and Manifold Pressure).
6. The accident occurred over extremely rugged and inhospitable terrain (Namib Desert), significantly increasing the risk associated with the forced landing.
7. The pilot successfully executed a forced landing and ensured the safe evacuation of all six passengers without serious injury.

Photo 2: location of the wreckage.

Status of Investigation

The investigation is classified as an Accident due to the substantial damage sustained by the aircraft. Investigation activities are focused on the following areas:

1. Wreckage Examination: Detailed recovery and examination of the engine and propeller assembly to determine the exact component failure that led to the aggressive vibration and loss of control.
2. Engine Records: Review of the aircraft and engine logbooks, maintenance history, and parts traceability records.
3. Performance Analysis: Calculation of aircraft performance parameters at the time of the incident.
4. Engine teardown: The engine was removed and sent to a maintenance and repair facility in South Africa for detailed examination.

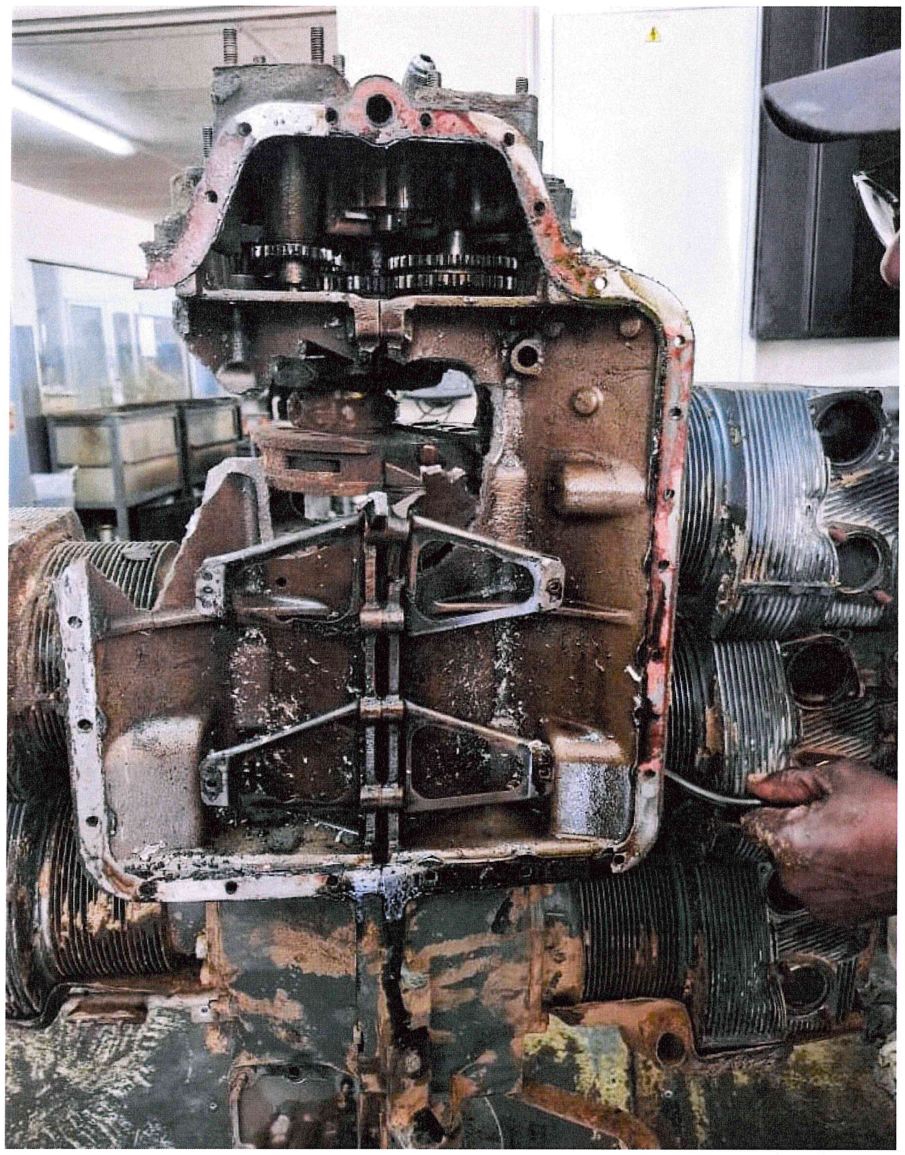

Photo 3 : Engine teardown

Compiled by

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Investigator in Charge
DAAII

Date: ...14th NOV 2025

Released by:

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Philippine Lundama
Acting Director: DAAII

Date....14 November 2025