



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

**Directorate of Aircraft Accident and Incident
Investigations**

Accident Reference: ACCID/09202024/09-01

**Aircraft Accident Investigation Interim
Report**

Aero Commander- 695B (AC95): V5-DAM

RELEASE DATE: 20 SEPTEMBER 2025



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 Accident Report, that was released on the 03rd October 2024.

The information contained in this Interim Report is published to inform the aviation Industry and the public of the general circumstances of the accident that occurred on the 20th of September 2024 at Etosha Oberland Lodge Airfield.

In accordance with policies of the Directorate of Aircraft Accident and Incident investigations (DAAII) which is in-line with ICAO's 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 reoccurrence.

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

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





Figure 1: The Aero Commander- 695B, V5- DAM, accident aircraft (Source: Operator)

FACTUAL INFORMATION

History of the flight

On the 20th of September 2024, at around 07H58 UTC a Namibian registered aircraft, V5-DAM an Aero Commander 695B (AC95), got airborne from Windhoek Eros airport for a Charter flight to Etosha Oberland lodge. On Board were only the two pilots. The intention was to pick 6 passengers from Etosha Oberland lodge and fly them to Windhoek Hosea Kutako International Airport.

The Co-pilot was the pilot flying (PF) and Pilot in Command (PIC) was monitoring the instruments. The flight was uneventful. On arrival at Etosha Oberland lodge Airstrip the aircraft turned final approach for runway (RWY) 16. The approach seemed normal as the PF positioned the aircraft on the centerline of RWY 16. The aircraft touched down on the centerline and commenced with the landing roll, the crew soon realized that the aircraft was veering to the left. The PF applied right brake to try and keep the

aircraft from veering off the RWY, but his input was not effective. The PIC then called for control and according to him he also applied right brake and full right rudder. Realizing that the aircraft was not responding to his inputs, the PIC instructed the Co-pilot to activate the emergency shut-off valve (cut the engines).

The Aircraft left the RWY and continued towards the parameter fence until it collided with the fence. The distance from the point where the aircraft left the RWY until the point where it collided with the parameter fence was 171 meters.

After switching the electrics off, the two pilots evacuated the aircraft unharmed.

The Directorate of Aircraft Accident and Incident Investigations (DAAII) was informed and an investigation was launched.



Figure 2: Picture showing where the aircraft collided with the fence.

Damage to Aircraft

The Aircraft sustained substantial damage, when it collided with the parameter fence. The Radome (Nosecone) hit an iron pole, which caused the nose section of the aircraft to lift almost one meter off the ground, before the aircraft came to full stop. The iron pole caused substantial damage to the nosecone. The left propeller was also damaged when it stroke the fence and smaller iron poles. The left wing of the aircraft also made

contact with the fence, but because the AC95 is a high wing aircraft, only the under part of the wing, the de-icing boot and the glass cover of the navigation light were damaged. The nose gear door also suffered some damage during the accident.



Figure 3: Picture showing the damage to the nosecone.



Figure 3: Picture showing the damage to the left propeller

Other Damage

The parameter fence of the Airstrip.

ANALYSIS

The analysis will be discussed in detail in the final report.

CONCLUSION

Findings

Personnel Information

Pilot-in-command

The pilot was a 36-year-old Namibian citizen and the holder of a valid Namibian Commercial Pilot License issued in accordance with the Namibian Civil Aviation Regulations (2001) part 61.01.10 and was valid until 27/12/2024. At the time of accident, the pilot had flown 6125 hours on aeroplanes of which 114, 1 hours was flown on the type.

The PIC also had a valid class 1 and 2 medical certificates. The Class 1 medical certificate had an expiring date, 31/03/2025, and Class 2, 31/03/2029.

Co- Pilot

The Co-pilot was a 26-year-old Namibian citizen and the holder of a valid Namibian Commercial Pilot License issued in accordance with the Namibian Civil Aviation Regulations (2001) part 61.01.10 and was valid until 03/02/2025. At the time of accident, the Co-pilot had flown 1003,4 hours on aeroplanes of which 55, 1 hours was flown on the type.

The Co-pilot also had a valid class 1 and 2 medical certificates. The Class 1 medical certificate had an expiring date, 30/06/2025, and Class 2, 30/06/2029.

Aircraft

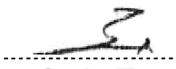
The last Mandatory Periodic Inspection (MPI) carried out was certified on 30/08/2024. The aircraft had flown a further 5.5 hours since the inspection was signed out.

On-going activities.

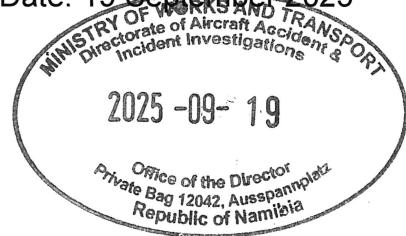
The Interim Accident Report has been made available as an update on the progress of this investigation. The investigation is complete and drafting of the **Final Draft Report** is in its final stages. Once completed the report will be sent to the relevant



stakeholders for comments. The stakeholders include the State of the aircraft manufacture and all parties who participated in the investigation. Once all comments are received and considered, the **Final Report** will be released to the public.


Ben C. A. Engelbrecht
Investigator-in-charge

Date: 19 September 2025




Philippine Lundama
ACTING DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATIONS

Date: 19 September 2025