



REPUBLIC OF NAMIBIA
MINISTRY OF WORKS AND TRANSPORT

**Directorate of Aircraft Accident and Incident
Investigations**

Occurrence Reference: ACCID/02082026/02-01

Accident Preliminary Report

Tecnam P-2004 Bravo (BRAV): V5-UTD

RELEASE DATE: 06 MARCH 2026



Accident Preliminary Report

DESCRIPTION OF OCCURRENCE: Aircraft Crashed while doing Runway Inspection

TYPE OF OPERATION: Private.

AIRCRAFT TYPE: Tecnam P-2004 Bravo (BRAV)

REGISTRATION: V5-UTD

LOCATION: GPS: 17°52'53"S015°04'32" E

Okahao Airfield, Omusati Region, Namibia

DATE AND TIME: 08th February 2026, 10:56 (UTC).

Introduction

The information contained in this Preliminary Report is published to inform the public of the general circumstances of an accident that occurred on the 08th of February 2026.

The purpose of the Directorate of Aircraft Accidents 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. Any person who has information concerning this accident should contact the Directorate of Aircraft Accidents and Incident Investigations (DAAII) on DAAII@mwt.gov.na

Name of Owner : Dr. A. Voigt
Manufacture : Tecnam
Model : Tecnam P-2004 Bravo (BRAV)
Aircraft Nationality : Namibian
Registration : V5 – UTD (S/N: 062)
Location : GPS: 17°52'53"S 015°04'32" E
Date : 08th February 2026. **Time**: 10:56 UTC



Figure 1: Tecnam P-2004 Bravo (Source: Google for illustration)

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.**



Figure 2: Image shows the RWY to left (Red Arrow) of the aircraft (Source: Passenger, picture was taken moments before the crash)

- 1.1.3. While doing the RWY inspection the passenger alerted the PIC of a bird concentrations ahead. To avoid a bird strike the PIC started to climb and according to him, when he was about to retract the flaps the wings were rocking, the aircraft then suddenly banked left. The PIC then applied full right rudder, but his input did not have any effect, he lost control of the aircraft and the aircraft crashed next to the RWY.
- 1.1.4. The aircraft hit a thorn bush, nose first, the left wing stroked the ground before the aircraft came to full stop. The engine stopped during the collision with the thorn bush.
- 1.1.5. According to the PIC, he then turned the main switch off and closed the tank taps before he and his passenger disembarked from the aircraft. The passenger suffered a minor injury while the PIC was unharmed.

- 1.1.6. An eyewitness also stated that she saw the wings of the aircraft rocking before it crashed. She then rushed to the accident site to offer assistance and found the PIC and passenger already outside the aircraft.

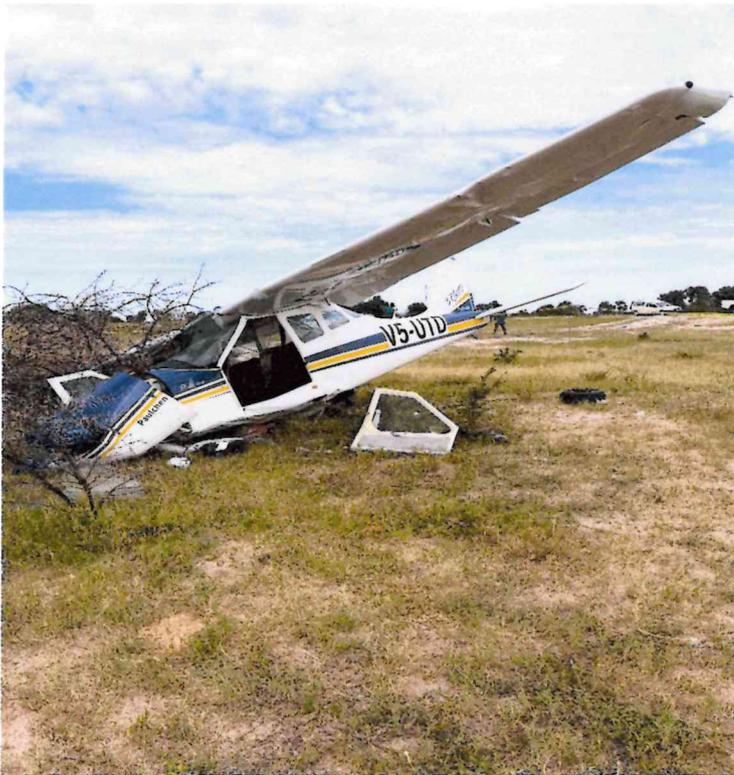


Figure 3: Image showing how the aircraft came to a full stop.

- 1.1.7. The Directorate of Aircraft Accident and Incident Investigations (DAAI) was informed by the PIC at 11:26 UTC and an investigation was launched.
- 1.1.8. A Full investigation is still underway and a report will be issued after a thorough analysis.

Injuries to persons

The passenger suffered a minor injury to her back while no injuries to the PIC was reported.

Damage to aircraft

The aircraft was substantially damaged. The aircraft sustained damage to the fuselage, both Left and Right hand wings as well as the nose section including the wooden propeller. The undercarriage was also destroyed during the impact sequence.



Figure 4 and 5: Pictures shows the extend of the damage to the nose section.

Other damage

There was no other damage.

Meteorological information

Wind direction and speed	200-240°10kts	Visibility	9999	Temperature	34°C
Cloud cover	FEW	Cloud base	Unknown	QNH	Unknown

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-in-command (PIC)

The PIC was a 63-year-old German citizen and at the time of the accident had flown more than 454 hours on aeroplanes of which 367 hours were flown on the type. More information about the PIC will be made available in the Final Report.

2. Aircraft

The last Annual Inspection carried out was certified on 29/09/2025 at 838,1 hours. The aircraft had a valid Special Flight Permit (Experimental Certificate) with an expiry date of 02/10/2026. More information about the aircraft will be discussed in the final report.

Compiled by:



Ben C. A. Engelbrecht
INVESTIGATOR-IN-CHARGE

Date: 06 March 2026

Released by:



Hafeni Mweshixwa
ACTING DIRECTOR: AIRCRAFT ACCIDENT AND INCIDENT INVESTIGATION

Date: 06 March 2026

