



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

**Directorate of Aircraft Accident and Incident
Investigations**

Accident Reference: ACCID/05102026-05-01

Cessna 210: V5-KER

**Aircraft Accident Investigation Preliminary
Report**



RELEASE DATE: 09 JUNE 2026

TABLE OF CONTENTS	PAGE
a) TABLE OF CONTENT	2
b) ABBREVIATIONS	3
1. FACTUAL INFORMATION.....	6
1.1. HISTORY OF THE FLIGHT.....	6,7,8
1.2 INJURIES TO PERSONS.....	8
1.3 DAMAGE TO AIRCRAFT.....	8
1.4 OTHER DAMAGE	8
1.5 PERSONNEL INFORMATION	9
1.6 AIRCRAFT INFORMATION	9,10,11
1.7 METEOROLOGICAL INFORMATION.....	11
1.8 AIDS TO NAVIGATION	12
1.9 COMMUNICATIONS	12
1.10 AERODROME INFORMATION	12
1.11 FLIGHT RECORDERS	12
1.12 WRECKAGE AND IMPACT INFORMATION	12,13,14
1.13 MEDICAL AND PATHOLOGICAL INFORMATION	14
1.14 FIRE	14
1.15 SURVIVAL ASPECTS	14
1.16 TEST AND RESEARCH	15
1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION.....	15
1.18 ADDITIONAL INFORMATION.....	15
1.19 USEFUL INVESTIGATIVE TECHNIQUES	15
2. ANALYSIS	15
3. CONCLUSIONS.....	15
3.1 FINDINGS	15,16
3.2 ON- GOING INVESTIGATION	16
4. SAFETY RECOMMENDATIONS	16

ABBREVIATIONS

AMO	-	Aircraft Maintenance Organization
AOC	-	Air Operator Certificate
ATC	-	Air Traffic Control
AMSL	-	Above Mean Sea Level
CAR	-	Civil Aviation Regulations
CAVOK	-	Ceiling and Visibility OK
CPL	-	Commercial Pilot License
CVR	-	Cockpit Voice Recorder
DAAII	-	Directorate of Aircraft Accident and Incident Investigation
FDR	-	Flight Data Recorder
GPS	-	Global Positioning System
IIC	-	Investigator-in-charge
Kts	-	Knots
m	-	Meters
MHz	-	Megahertz
MPI	-	Mandatory Periodic Inspection
NAMCARs	-	Namibian Civil Aviation Regulations
NCAA	-	Namibia Civil Aviation Authority
NM	-	Nautical Miles
NPFFSI	-	Namibian Police Force Forensic Science Institute
PIC	-	Pilot-in-command
TMA	-	Terminal Area
UTC	-	Universal Time Co-ordinated
VFR	-	Visual Flight Rules

Aircraft Accident Investigation Preliminary Report



Figure 1: Accident Aircraft, C210, V5-KER (Figure 1 and Cover Photo, Source: AirHistory.net, permission granted by Robbie Shaw)

Description:

On Sunday morning, 10 May 2026, a pilot and three passengers on-board a Cessna 210M aircraft with registration V5-KER took off on charter flight under the *Visual Flight Rules (VFR) from Helena Aerodrome, South-southwest of Hosea Kutako International Airport with the intention to fly to Keerweder Aerodrome in the Sossusvlei area. The flight was uneventful until 5 minutes before landing when the aircraft went missing in mountainous terrain. When the aircraft did not arrive, and contact was unable to be made with the pilot, Search and Rescue (SAR) activities were initiated by the authorities.

At 09:15 local time the following day a wreckage field was found near to the intended flight track, the aircraft had collided with a mountain and was destroyed, all 4 occupants were fatally injured.

** Visual flight rules (VFR): a set of regulations that permit a pilot to operate an aircraft only in weather conditions in which they have sufficient visibility to fly the aircraft while maintaining visual separation from terrain and other aircraft*

Occurrence Details

Reference number : ACCID/05102026-05-01
Name of the owner : Profile Safaris (PTY) Ltd
Name of the operator : Desert Air (PTY) Ltd
Type of operation : Commercial Charter Flight
Manufacturer : Cessna Aircraft Company/ Textron Aviation
Model : Cessna 210M Centurion II
Nationality : Namibia
Registration marking : V5-KER
Place : 2 km West of Hammerstein, Hardap Region, Namibia
Date : 10 May 2026
Time : 09H53 UTC

Introduction

The information contained in this Preliminary Accident Report is published to inform the aviation industry and the public of the general circumstances of the accident that occurred on the 10th May 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 Namibian Civil Aviation Act, Act 6, of 2016. Which is in-line with ICAO's Annex 13 paragraph 7.1 and 7.2.

The Directorate of Aircraft Accident and Incident Investigations (DAAII) as the authority in charge of the investigations will work in close corporation with state of aircraft and engine manufacture when needed.

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 Accident Report. Any person who has information concerning this accident should contact the Directorate of Aircraft Accident and Incident Investigation (DAAII) on daaii@mwt.gov.na

Investigation process:

The Directorate of Aircraft Accident and Incident Investigation (DAAII) was informed of the accident on the 11 May 2026 at 07:15 UTC of a Cessna 210M Centurion II that collided with a mountain while preparing to land at Keerweder Airfield. DAAII appointed an Investigator-In-Charge (IIC) that will lead the investigation and issue the final report. The DAAII reports are made available to the public at www.mwt.gov.na

1. FACTUAL INFORMATION

1.1 History of the flight

- 1.1.1 On Sunday Morning, 10 May 2026, a Namibian registered aircraft V5-KER, Cessna 210 (C210), departed from Helena lodge(FYHK) on a local charter flight at time 08:43 UTC (10:43 Local Time). The intention was to transport 3 passengers to another lodge, Keerweder (FYRW) located 155 NM South West of Windhoek city.



Figure 2: Image shows the intended route of V5-KER (Google Maps).

- 1.1.2 As soon as the aircraft took off from FYHK, the pilot-in-command (PIC) made contact with Windhoek Approach Air Traffic Controller (APP ATC) as FYHK is located in the Windhoek Terminal Area (TMA). Positive communication between the PIC and APP ATC was established and the Aircraft was also identified on RADAR. The climb to FL085 (8500 feet AMSL) as requested cruising level by the PIC, was approved by the APP ATC.
- 1.1.3 At 09:00 UTC, V5-KER reported leaving the TMA, the PIC was then instructed to contact Windhoek Flight Information Services Air Traffic Controller (FIS ATC) on 123, 8 Mhz. The PIC made contact with the FIS ATC and informed them that his estimated arrival time at FYRW was 10:01 UTC. The flight continued uneventful until time 09:28 UTC when the PIC requested to descent from FL085 to FL065 (6500 feet AMSL). At time 09:44 was the last time the PIC was heard on frequency trying to inform the FIS ATC that he was descending for landing at FYRW. The aircraft never arrived at its destination.

- 1.1.4 Another aircraft which departed Windhoek Hosea Kutako International Airport to Geluk (FYGK, also located in the Sossusvlei area) at 08:40 UTC and was flying in the same direction, according to RADAR footage, the aircraft was flying almost parallel to the accident aircraft. According to the pilot of that aircraft he was cruising at FL085, but at time 09:16 UTC, he observed low clouds ahead and requested to descent from FL085 to FL065. According to him about ten minutes later he could hear on frequency that V5-KER also requested to descent from FL085 to FL065 (likely also observing the same cloud layer).
- 1.1.5 The operator (company) of the accident aircraft were tracking the aircraft through a SPOT tracker (Satellite GPS tracker) that was carried on board the aircraft, according to them, they had noticed that the SPOT tracker had stopped transmitting 5 minutes before the aircraft was supposed to land. People at the FYRW lodge also confirmed that the aircraft did not arrived at its destination. The operator then tried to make contact with the PIC by calling his mobile phone, but it was off. The operator then informed the authorities about the missing aircraft, V5-KER, authorities included Air Traffic Services (ATS), the Namibian Police (NAMPOL), Namibia Search and Rescue (SAR) and the Directorate of Aircraft Accident and Incident Investigations (DAAII).

SAR Activities

- 1.1.6 The operator deployed a helicopter from Sossusvlei for the initial search. The Air Traffic Controllers then requested all aircraft in the area to overfly the last known position and also try to make radio contact with the aircraft. Several fixed-wing aircraft responded to the call and joined the SAR operation. Search efforts continued until approximately 16:10 UTC (18:10 Local time) on Sunday the 10th of May 2026 when search activities were called off due to nightfall.
- 1.1.7 The next day, Monday the 11th of May 2026, at first light the search continued. The helicopter from Sossusvlei departed first to observe the weather in the search area and continued where the search ended the previous day. Other fix-wing aircraft then joined the search.
- 1.1.8 The same morning, Monday the 11th of May 2026, a meeting was called by the Rescue Coordination Center (RCC) at Eros Airport to better coordinate and intensify the search. The RCC advised that there was no signal received from the aircraft's Emergency Locator Transmitter (ELT) to assist with locating the aircraft. While the meeting was ongoing, at 07:15 UTC (09:15 Local time), a search aircraft sighted a debris field and confirmed that it was the wreckage of the C210, V5-KER, on the side of a Mountain 2 Kilometers west of a farm called Hammerstein.

- 1.1.9 The wreckage of the aircraft was consumed by post-crash fire and all 4 occupants on board the aircraft were fatally injured.



Figure 3: Photo taken when the wreckage was discovered confirming the registration mark as that of V5-KER.

- 1.1.10 The Investigator-in-Charge (IIC) and the police responded immediately to the crash site. The police were led by the Director of the Namibian Police Force Forensic Science Institute (NPFFSI).
- 1.1.11 The State of Manufacture and the State of Nationality of the pilot and passengers were informed and a full investigation was launched.

1.2 Injuries to Persons

Injuries	Pilot	Crew	Pass.	Other
Fatal	1	0	3	0
Serious	0	0	0	0
Minor	0	0	0	0
None	0	0	0	0

1.3 Damage to Aircraft

- 1.3.1 The aircraft was destroyed by impact forces and a post-impact fire.

1.4 Other Damage

- 1.4.1 There was no other the damage

1.5 Personnel Information

1.5.1 Pilot-in-in command

Nationality		German			
Licence No	CA70689	Gender	Male	Age	67
Licence valid		Yes	Type Endorsed	Yes	
Ratings		C172,C182,C206,C210, C210T,AC90/95			
Medical Expiry Date		31 August 2026			
Limitations		VML Valid only with correction for defective distant, intermediate and near vision. MPL Medical Protocol Applies. SLL Spare set of lenses must be readily available.			
Previous Accidents		Unknown			

The pilot was a holder of a valid Namibian Commercial Pilot License issued according to the Namibian Civil Aviation Regulation (2001) part 61.01.10 Instrument rating valid until 03 February 2027.

Flying Experience:

Total Hours	4327.3
Total Past 90 Days	64.6
Total on Type Past 90 Days	49.6
Total on Type	1497

*as at 02 May 2026

1.6 Aircraft Information

1.6.1 Aircraft description

The Cessna 210 Centurion is a single-engine six-seat light touring- and utility aircraft with retractable landing gear produced by the American manufacturer Cessna Aircraft. Aircraft comprises all metal, unpressurised, piston powered single engine with high mounted wings with a retractable landing gear.

Airframe:

Type	Cessna 210M Centurion II	
Serial No.	210-62865	
Manufacture	Cessna Aircraft Company/ Textron Aviation	
Year of Manufacture	1978	
Total Airframe Hours (At time of Accident)	10829.2	
Last MPI (Date & Hours)	19 September 2025, airframe hours 10760.8	
Hours since Last MPI	68.4 hours	
C of A (Issue Date)	30 June 2025	
C of R (Issue Date) Present owner	09 July 2024 (Re-Issue)	
Type of fuel used	Avgas	
Operating Categories	Standard Normal (Aeroplane)	

Engine:

Type	Continental IO-550-L
Serial No.	1001577
Hours since New	2746.4
Hours since Overhaul	767.1

Propeller:

Type	Harzell PHC-J3YF-1RF
S/N	FP807A
Blade S/N	J05733, J05732, J05730
Hours since new	2614,5
Hours since overhaul	767.1

1.6.2 Weight and Balance

This information will be made available in the final report.

1.7 Meteorological Information

- 1.7.1 At the time of the accident, the Meteorological Service of Namibia reported clear skies over the whole country except the south which was covered in cloud with strong westerly winds from ground up to FL180 (18000 AMSL).

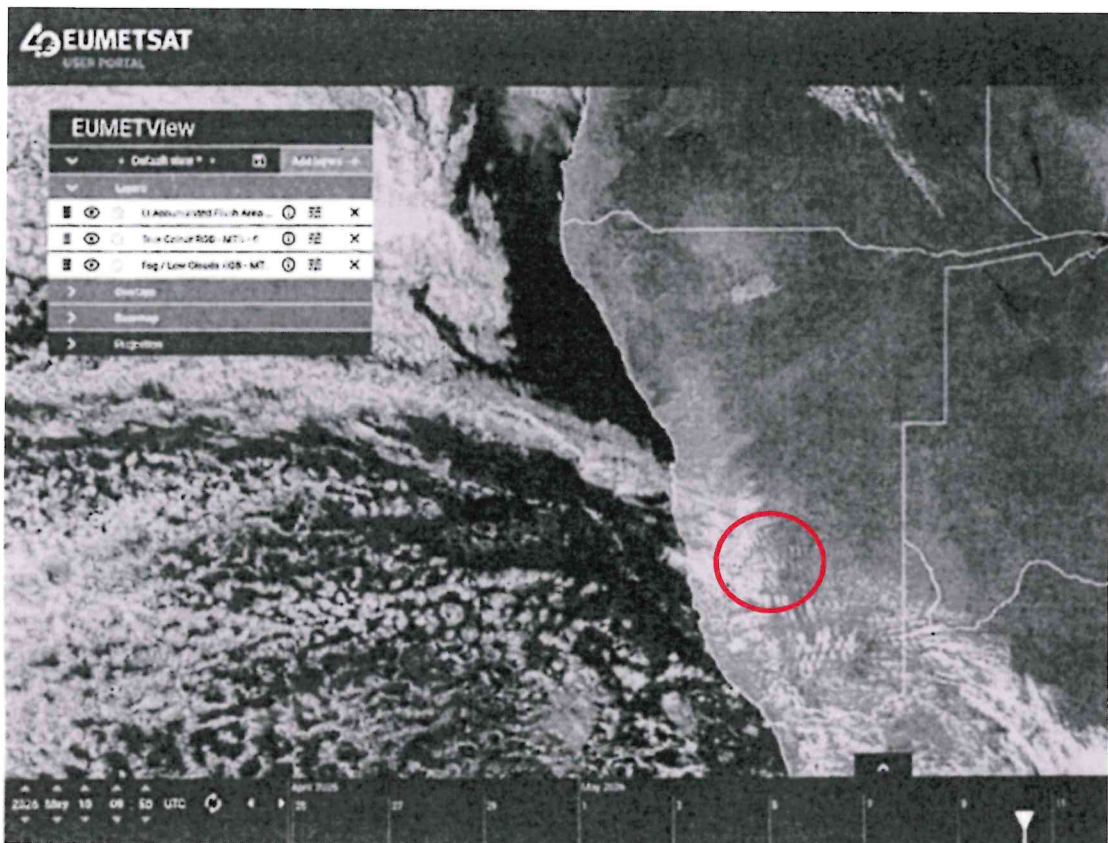


Figure 4: Satellite image shows cloud cover where the accident occurred (red circle). Date: 10 May 2026
Time: 09:50 UTC.

- 1.7.2 People staying and working at Hammerstein, reported that the area was covered in low clouds and that the clouds only cleared up at around 14:00 local time (12:00 UTC).
- 1.7.3 Pilots that were flying in the area also reported low clouds and reported that the mountains were covered by low clouds.
- 1.7.4 More information about the weather will be shared in the final report.

1.8 Aids to Navigation

- 1.8.1 The aircraft was equipped with standard navigational equipment as approved by the Regulator. There were no records that indicated the navigation system was unserviceable prior to the flight.

1.9 Communication

- 1.9.1 The aircraft was equipped with standard communication equipment as approved for the type by the Regulator. The aircraft communication system was serviceable prior to the accident the aircraft was in communication with Windhoek Approach and Windhoek Flight Information Services (FIS) on 120. 5 MHz and 123. 8 MHz respectively.

1.10 Aerodrome Information

- 1.10.1 The accident did not occur at an aerodrome.

1.11 Flight Recorders

- 1.11.1 The aircraft was neither equipped with a flight data recorder (FDR) or a cockpit voice recorder (CVR), nor was it required in accordance with the regulations.

1.12 Wreckage and Impact Information

- 1.12.1 The Aircraft collided approximately 3 quarters up the mountain in a sheer section of the cliffs. The right wing and its detached wing tip were the first components in the wreckage trail. The aircraft came to rest in the rock crevice and burst into flames. The propeller and hub detached from the aircraft and was lying a few meters from the main wreckage.

- 1.12.2 More information about the wreckage distribution will be shared in the final report.

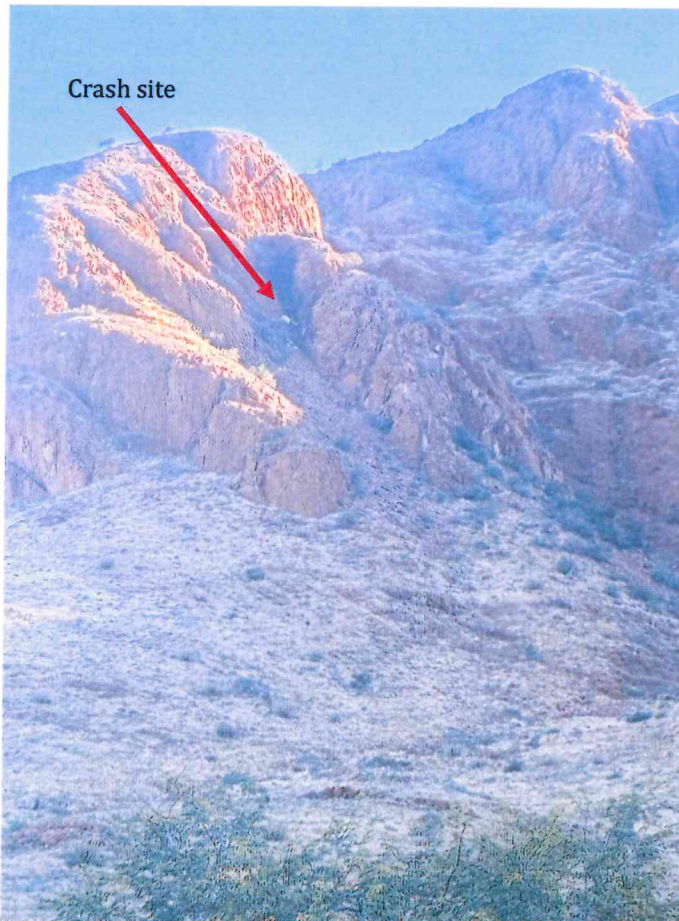


Figure 5: Picture showing the location of the crash site.



Figure 6: Picture showing the propeller and hub.



Figure 7: Main wreckage, consumed by post crash fire

1.13 Medical and Pathological information

1.13.1 This information will be made available in the final report.

1.14 Fire

1.14.1 The aircraft was consumed by post-crash fire.

1.15 Survival Aspects

1.15.1 The accident was not survivable, because the impact forces exceeded the human body tolerance and the aircraft was consumed by post-crash fire.

1.16 Tests and Research

1.16.1 To be discussed in the final report.

1.17 Organizational and Management Information

1.17.1 The Charter flight (Non-Scheduled Operation) was conducted in accordance with the Civil Aviation Act of 2016 (Act No 6 of 2016) and under the provision of Part 135 of the CAR of 2001 as amended. The operator was issued an Air Operating Certificate (AOC) on 13 February 2026 with an expiry date of 12 February 2027.

1.18 Additional Information

1.18.1 To be discussed in the final report

1.19 Useful or Effective Investigation Techniques.

1.19.1 To be discussed in the final report.

2. Analysis

2.1 To be discussed in the final report

3. Conclusions

3.1 Findings

Although the investigation is on-going, the following provisional findings were made:

Pilot-in-Command

3.1.1 The pilot was a holder of a valid Namibian Commercial Pilot (CPL) License issued in accordance with the Namibian Civil Aviation Regulations (2001) part 61.01.10 and was valid until 03 February 2027. At the time of accident, the pilot had flown more than 4327.3 hours on aeroplanes of which 1497 hours was flown on the type.

3.1.2 The Pilot had a valid class 1 and 2 aviation medical certificate. The Class 1 aviation medical certificate was issued on 02 February 2026 with an expiry date of 31 August 2026. The Class 2 aviation medical certificate was also issued on 02 February 2026 with an expiry date of 28 February 2027.

The Aircraft

- 3.1.3 The last Mandatory Periodic Inspection (MPI) carried out was certified on 19 September 2025. The aircraft had flown a further 68.4 hours since the inspection was signed out.
- 3.1.4 The Aircraft had a valid Certificate of Airworthiness valid until 29 June 2026.
- 3.1.5 No signal from the aircraft's Emergency Locator Transmitter (ELT) was received.
- 3.1.6 More information about the aircraft will be made available in the final report.

3.2 On- going investigation

- 3.2.1 The DAII investigation is on-going and will include all other aspects of this accident which may have safety implications.

4. Safety Recommendations

- 4.1 None

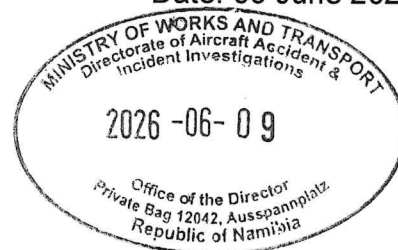
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Date: 09 June 2026



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