

MINISTRY OF TRANSPORT

AIR ACCIDENT INVESTIGATION DEPARTMENT

PRELIMINARY REPORT

OPERATOR:	Heliprops Ltd
AIRCRAFT TYPE:	Cessna 210 L
MANUFACTURER:	Cessna Aircraft Company
YEAR OF MANUFACTURE:	1976
AIRCRAFT REGISTRATION:	5Y-BHT
AIRCRAFT SERIAL NUMBER:	21061146
DATE OF REGISTRATION:	26 th July 1991
TYPE OF ENGINE:	T.C.M 10-550-F (10B)
DATE OF ACCIDENT:	19 April 2013
TIME OF ACCIDENT:	0939
LOCATION OF ACCIDENT:	Wilson Airport (1°19'32" S 36°47' 46" E)
TYPE OF FLIGHT:	Commercial (Passenger)
PERSONS ON BOARD:	Crew - 1 Passenger -2
INJURIES:	None
NATURE OF DAMAGE:	Minor
PILOT FLYING EXPERIENCE:	13370hrs

All times given in this report are Coordinated Universal Time (UTC). East African Local Time is UTC plus 3 hours.



The aircraft was inbound Wilson Airport from Liboi with three on board.

The flight was uneventful and on approach Wilson, the pilot recollects lowering the landing gear on the final leg of the approach and also remembers seeing the amber gear transit light. He however remarked that he did not see the green gear down light owing to his seating position in reference to the indicator position. At this point there was one traffic, a C152 training aircraft, which was just about to touch down. The pilot reported to be paying much attention on the trainer since she was slow and it might have forced him to execute a go around procedure if she did not land and vacate the runway in good time. He finally got landing clearance from tower when the C152 was just vacating via runway 32. At this point 5Y-BHT was about to touchdown. He reported to have heard the gear warning horn on reducing engine power but it was too late to recover since he was too close to the ground.

The aircraft contacted the ground with rear gear doors first after which the propellers struck the ground. The aircraft came to a stop at the centre of the runway, 275 meters from the initial point of contact with the ground. The occupants evacuated the aircraft with no injuries reported. The aircraft suffered minor damages. Investigators found the landing gear well tucked in their respective wheel wells.

During recovery the aircraft was jacked up, the main landing gear swung freely and it was manually locked while the nose landing gear locked by gravity. The aircraft was lowered and towed safely to the hangar.

Investigation in to the probable cause of incident is in progress.

CHIEF INSPECTOR ACCIDENTS

19 April 2013