



MINISTRY OF TRANSPORT AND INFRASTRUCTURE
STATE DEPARTMENT OF TRANSPORT
AIR ACCIDENT INVESTIGATION DIVISION

PRELIMINARY REPORT

OPERATOR/OWNER:	Aviation Plus Limited
AIRCRAFT TYPE/ MANUFACTURER:	Cessna 152 / Cessna Aircraft Company
YEAR OF MANUFACTURE:	1981
AIRCRAFT REGISTRATION:	5Y-CDN
AIRCRAFT SERIAL NUMBER:	152-84839
DATE OF REGISTRATION:	10 December 2013
NUMBER AND TYPE OF ENGINE:	One Lycoming (O-235-L2C)
DATE OF OCCURRENCE:	12 February 2014
TIME OF OCCURRENCE:	0415
LOCATION OF OCCURRENCE:	Kitengela (1°36'14''S, 36°56'00''E)
TYPE OF FLIGHT:	Recovery
NUMBER OF PERSONS ON BOARD:	Two
INJURIES:	None Reported
NATURE OF DAMAGE:	Substantial Damage
CATEGORY OF OCCURRENCE:	Accident
PILOT 1:	Allan Roimen (YK-7922-PL)
PILOT 1 FLYING EXPERIENCE:	Total Flight Time: 50 hours
PILOT 2:	Elizabeth Timona (YK-6934-CL)
PILOT 2 FLYING EXPERIENCE:	Total Flight Time: 2000 hours
PILOT 3:	Francis Kavingo (YK-4591-AL/PL)
PILOT 3 FLYING EXPERIENCE:	Total Flight Time: 13700 hours

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



REMARKS

On 12 February 2014 at 1408, the Air Accident Investigation Division was notified of an aircraft accident at Kitengela area approximately 40 Kilometers from Nairobi by the Wilson Airport Air Traffic Control (ATC) Tower. Investigators responded to the accident site the following day.

According to Pilot 1, he took off from Kijipwa Airstrip in the morning of 12 February 2014 to pick up a passenger at Malindi Airport. The aircraft was last refueled on the night of 11 February 2014 at Kijipwa and it had a total of 85 litres of fuel in its tanks. The aircraft landed in Malindi at 0610 hours.

The aircraft took off from Malindi Airport at 0650 hours with two persons on board and it was destined for Nairobi Wilson Airport. Pilot 1 was flying the aircraft and Pilot 2 was a passenger. The aircraft maintained a cruise altitude of 10500 ft and at approximately 0940 hours during descend to Wilson Airport and at an altitude of approximately 8500 feet, Pilot 1 reported that they started feeling the engine rough running. Pilot 2 reported that she adjusted the mixture setting to be richer but there was no change in the engine rough running. According to the pilots, there was no change in RPM and they could get 2400 at maximum power with the engine rough running. Pilot 2 reported that she took over controls from Pilot 1 and decided to make a precautionary landing at an open field in Kitengela and notified Wilson ATC. They landed safely at approximately 0950 hours and no injuries were reported.

Pilot 3 was notified of the precautionary landing by Pilot 2 at approximately 1000 hours. According to Pilot 2, they checked the fuel level after landing and it was below quarter. Pilot 3 took 40 liters of fuel to the landing site and the aircraft was refueled on his arrival to the site at approximately 1200 hours. Engine ground runs were performed and according to Pilot 3 all the engine parameters were satisfactory and he attempted to takeoff from the grass field. However, the aircraft could not attain rolling speed of more than 30 knots and they aborted the takeoff. At approximately 1305 hours, Pilot 3 made a second attempted takeoff on a nearby road. During the takeoff roll, the aircraft left wing contacted a fence and wooden posts. The aircraft swerved to the left and hit a residential gate, fence and more posts coming to rest perpendicular to the road. There were no injuries reported but the aircraft sustained substantial damage. The left wing tip was ripped off, nose wheel broke off, the right wing was bent, the leading edges of both wings were dented and punctured, and the left aileron was dislodged and bent on the left side.

The investigation is in progress.

Chief Investigator

25/02/2014