



MINISTRY OF TRANSPORT AND INFRASTRUCTURE

**AIR ACCIDENT INVESTIGATION**

**PRELIMINARY REPORT**

OPERATOR:	DAC AVIATION (EA) LTD
AIRCRAFT TYPE:	CESSNA CARAVAN C208B
AIRCRAFT MANUFACTURER:	CESSNA COMPANY USA
YEAR OF MANUFACTURE:	2013
AIRCRAFT REGISTRATION:	5Y DAA
AIRCRAFT SERIAL NUMBER:	208C5025
DATE OF REGISTRATION:	25 Sept, 2013
TYPE OF ENGINE:	Pratt & Whitney (Canada) PT6A-140
DATE OF OCCURRENCE:	21 Aug, 2014
TIME OF OCCURRENCE:	0830
LOCATION OF OCCURRENCE:	Shamwana Airstrip, D.R.Congo
TYPE OF FLIGHT:	Charter
NUMBER OF PERSONS ON BOARD:	Crew - 2; Passengers – 6
INJURIES:	Minor (1)
NATURE OF DAMAGE:	Substantial
CATEGORY OF OCCURRENCE:	Accident
NAME OF PIC:	Lee Mwenga
PIC'S FLYING EXPERIENCE:	Total 2,500Hrs; TBC Hrs on type

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

Coordinates (8°09'06"S, 27°59'07"E)

## PHOTO



## REMARKS

The accident occurred on 21<sup>st</sup> August, 2014 at the Shamwana Airstrip (South of Manono town and east of Malemba-Nkulu) in Katanga province in the Democratic Republic of Congo at 0830 HRS. Kenya being the state of registry of this aircraft dispatched an accredited representative to the DRC on 29<sup>th</sup> August, 2014 to join the Bureau Permanent d'Enquetes d'Accidents d'Aviation (BPEA, RDC) investigators. The team accessed the accident site on 30<sup>th</sup> August.

On 29<sup>th</sup> August, 2014 the aircraft departed Lubumbashi airport at 0712HRS with the day's rotation of Lubumbashi, Shamwana, Manono then Kalemie. According to the pilot-in-command, on approaching shamwana, the first officer responded to a VHF call from a focal point on the ground who confirmed that the runway was clear and approximated winds to be calm.

The aircraft touched down at approximately 600m past the threshold of runway 01 (the runway is approximately 1,000m long). The pilot reports to have touched down at speed of 90 knots and pulled the power lever to beta

range. The aircraft bounced. He held the control column in a nose down position in order to bring back the aircraft back on the runway (The gradient of the runway is down slope). He deployed the thrust reverser and applied brakes to slow down the aircraft in vain.

The aircraft overran the runway and came to rest at approximately 100m from the threshold of runway 19.

Sections of the aircraft were substantially damaged when it came into contact with the bush line. This includes broken nose landing gear spring, bent nose landing gear steering rod, damaged forward cargo pod, left wing along the leading edge, broken left hand landing and taxi light lens, damaged propeller and the nose landing gear fairing too.

All onboard disembarked from the aircraft. None but a passenger had minor injuries. Investigations into this accident are ongoing, led by BPEA DRC, the state of occurrence.

Investigator-In-Charge  
Accredited Representative  
04 Sept, 2014