



# MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN DEVELOPMENT

## AIR ACCIDENT INVESTIGATION

### PRELIMINARY REPORT

OPERATOR:	Z BOSKOVIC
AIRCRAFT TYPE/MANUFACTURER:	Cessna 206/Cessna Co. USA
YEAR OF MANUFACTURE:	1974
AIRCRAFT REGISTRATION:	5Y - AUN
AIRCRAFT SERIAL NUMBER:	206-02531
DATE OF REGISTRATION:	1974
TYPE OF ENGINE:	IO-520-F3B
DATE OF OCCURRENCE:	06/07/2016
TIME OF OCCURRENCE:	1445
LOCATION OF OCCURRENCE:	Mara, S 01°43'30.9" E 035°23'0.4"
TYPE OF FLIGHT:	Commercial
NUMBER OF PERSONS ON BOARD:	01
INJURIES:	Minor
NATURE OF DAMAGE:	Substantial
CATEGORY OF OCCURRENCE:	Accident
PIC'S FLYING EXPERIENCE:	CPL, 5800 hours

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



## **NARRATIVE**

The aircraft took off on a VFR flight plan with fuel endurance of 3 hrs 20 min for a commercial flight with four passengers on board from Wilson Airport to Borana in Laikipia County at 1030 hours. The flight took 1hr 10 min. The passengers were dropped at Borana and the aircraft was expected to return to Wilson airport after about two hours.

The pilot reported to have taken off alone in the aircraft at 1150 on runway 03° to fly back to Wilson with an intention of flying through Borana- Timau – Nyeri then Wilson for 1hr. 20 min. On a climb out the pilot noticed the weather was not favourable for VFR on the intended route, turned left heading westwards and inadvertently entered into Instrument Meteorological Conditions, IMC. The aircraft climbed to FL 105 to clear high terrain en route. The pilot is not instrument rated.

The pilot could not estimate the duration he was in IMC. He neither requested for radar vectoring from JKIA nor communicate to any controlling agency or other aircraft during the flight. He did not communicate to the company operations either. He maintained the unmanned area radio frequency on one radio..

The pilot reported that after descending to about 2000 ft. above ground level the aircraft engine started running rough. His attempt to restart the engine was unsuccessful because of the proximity of the aircraft with the ground surface. He opted to execute a forced landing at an area one nautical mile from the Kenya Tanzania border in the Masai Mara of Narok County. The aircraft came to a halt one hundred meters from the first touchdown point. There was no post impact fire.

Both left and right wings were damaged on the leading edge. The flaps control was broken. The wings struts attachments to the fuselage were severed. The under carriage was also damaged. The cockpit glass canopy was shattered. One of the blades had a spiral twist and broken at the hub. The aircraft remained intact and there was no dispersion of debris.

The pilot suffered from shock was taken to hospital where he was medically examined and discharged the following day.

Further investigation is in progress.

**Chief Investigator of Accidents**

July 2016