



MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN DEVELOPMENT

AIR ACCIDENT INVESTIGATION

PRELIMINARY REPORT

OPERATOR:	Kenya Wildlife Service
AIRCRAFT TYPE/ MANUFACTURER:	Husky A-1/ Aviat Aircraft Inc
YEAR OF MANUFACTURE:	1993
AIRCRAFT REGISTRATION:	5Y-KWB
AIRCRAFT SERIAL NUMBER:	1228
DATE OF REGISTRATION:	12 May 1994
NUMBER AND TYPE OF ENGINE:	One Avco Lycoming O-360-C1G
DATE OF OCCURRENCE:	01 September 2016
TIME OF OCCURRENCE:	0530
LOCATION OF OCCURRENCE:	Kanjaro airstrip, Tsavo West National Park, Taita Taveta County
NUMBER OF PERSONS ON BOARD:	One
INJURIES:	None
NATURE OF DAMAGE:	Minor
CATEGORY OF OCCURRENCE:	Incident
PIC FLYING EXPERIENCE:	CPL

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



NARRATIVE

At approximately 0630 on 01 September 2016, the Air Accident Investigation was notified of an occurrence at Kanjaro airstrip, Tsavo West National Park, Taita Taveta County.

Information received indicated that the aircraft, while on its landing roll, somersaulted and came to rest on the top part of the fuselage with the underbelly facing skyward.

The aircraft had departed from Kamboyo airstrip, also within Tsavo West National Park, at approximately 0345 with the pilot as the sole occupant. He had approximately 200 litres of fuel on board with 5 hours endurance. On approach, the pilot noticed a vehicle approaching the runway. Once he committed to land the vehicle was still approaching, from the left of the runway, a point approximately halfway down the runway. This, according to the pilot, would put it on a collision path with the aircraft once it began its landing roll. Having already touched down and not being sure of the intentions of the vehicle's driver, he elected to brake heavily. At this point he was not sure whether the driver or occupants of the vehicle had seen the approaching aircraft. The vehicle stopped short of the runway, but the aircraft had already been brought to a stop. The pilot stated that he had landed on the main landing gear and the tail wheel had not made contact with the runway surface during his landing roll. Upon the heavy braking during the landing roll, just after the aircraft came to a stop, the tail section started rising and rotated 180 degrees through its nose section and the aircraft eventually came to rest on its roof, the propeller blades having impacted the ground and served as a fulcrum for the subsequent rotation of the aircraft onto its roof. The propeller spinner did not exhibit signs of contact the runway surface.

There were no reported injuries as a result of the occurrence.

Investigation is in progress.

Chief Investigator of Accidents

01/09/2016