



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

PRELIMINARY REPORT

OPERATOR/OWNER : Standards Aviation Limited
AIRCRAFT TYPE/ MANUFACTURER : Beech 76 Duchess/Hawker Beechcraft Corporation
YEAR OF MANUFACTURE : 1978
AIRCRAFT REGISTRATION : 5Y-YYL
AIRCRAFT SERIAL NUMBER : ME-33
DATE OF REGISTRATION : 10 April 2015
NUMBER AND TYPE OF ENGINE : Two Lycoming LO-360-AIG6D (STBD) and O-360-AIG6D (PORT)
DATE OF OCCURRENCE : 01 February 2016
TIME OF OCCURRENCE : 1423 hours
LOCATION OF OCCURRENCE : Runway 14 of Wilson Airport (1°19'14"S, 36°45'58"E)
TYPE OF FLIGHT : Training
NUMBER OF PERSONS ON BOARD : Two
INJURIES : None
NATURE OF DAMAGE : Nose section structural damage and prop strikes
CATEGORY OF OCCURRENCE : Serious incident
INSTRUCTOR'S FLYING EXPERIENCE : 2003 hours

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



REMARKS

On 01 February 2016 late afternoon, the Air Accident Investigation Department was notified by the Wilson Air Traffic Control Tower of a serious incident at Wilson Airport. The incident involved a Beech 76 Duchess of registration 5Y-YYL which was on a training flight. There were two persons on board at the time of occurrence – an instructor and a student pilot.

The aircraft had conducted an uneventful training flight earlier in the day. The aircraft took off at 0908, landed at 0946 hours for initial multi-engine flight training with the same instructor and a student pilot and parked at Apron 1 of Wilson Airport thereafter.

Prior to the second flight of the day with the same flight crew, the aircraft was reported to have been refueled at Apron 1. According to the flight crew, preflight checks were conducted at approximately 1330 hours and all was satisfactory. Engine start-up was performed at approximately 1400 hours. The aircraft was then cleared for taxi to the holding point of runway 14. The pilots performed pre-takeoff vital checks and reported that all was normal. During the takeoff roll at approximately 45 knots airspeed, the flight crew reported that the nose wheel landing gear collapsed before the runway intersection. The propellers struck the runway surface and the aircraft lower nose section slid on the tarmac until the aircraft came to a complete stop 600 meters from the threshold of runway 14.

There were no reported injuries as a result of this occurrence. However, the aircraft sustained damage on the nose cone, nose gear doors, and lower skin of the nose section, nose gear retraction rod, radar antenna, windshield, propeller assembly and engines.

The investigation is in progress.

Chief Investigator of Accidents

12/02/2016