

REPUBLIC OF KENYA



MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING, URBAN DEVELOPMENT & PUBLIC WORKS

STATE DEPARTMENT FOR TRANSPORT

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

PRELIMINARY REPORT

OPERATOR/OWNER	: Ninety-Nines Flying School
MANUFACTURER/AIRCRAFT TYPE	: Textron Aviation Inc. /Cessna 172M
YEAR OF MANUFACTURE	: 1976
AIRCRAFT REGISTRATION	: 5Y - NNJ
AIRCRAFT SERIAL NUMBER	: 172-65726
DATE OF REGISTRATION	: 2 August 2018
NUMBER AND TYPE OF ENGINE	: One, Lycoming O-320-E2D
DATE OF OCCURRENCE	: 15 October 2020
TIME OF OCCURRENCE	: 1337 (1637)
LOCATION OF OCCURRENCE	: Wilson Airport
TYPE OF FLIGHT	: Training
NUMBER OF PERSONS ON BOARD	: Two
INJURIES	: Nil
NATURE OF DAMAGE	: Minor
CLASS OF OCCURRENCE	: Incident
STUDENT PILOT	: PPL Holder
STUDENT FLYING EXPERIENCE	: 128 Hours

All times given in this report is Coordinated Universal Time (UTC), with East African Local Time in Parenthesis

PHOTOS



Photos of 5Y-NNJ after the occurrence on 15 October 2020.

REMARKS

On 15 October 2020 at about 1350 (1650), the Aircraft Accident Investigation Department (AAID) was notified of an occurrence at Wilson airport (HKNW) by Wilson Airport Tower. It involved a Cessna 172M registration 5Y-NNJ operated by Ninety-Nines Flying School conducting a training flight at HKNW. Upon notification, the investigator on duty responded to the site on the same day.

The aircraft was scheduled to perform a cross country training flight from HKNW to Narok and back. The pilot reported that at about 1335 (1637) with one person on board, he was granted taxi clearance by Wilson Tower and proceeded to the holding point on runway 07, where he performed the pre-takeoff procedures followed by instructions to line up before being granted clearance for takeoff.

During the takeoff roll, the aircraft gained a speed of 70 knots and upon liftoff, the pilot indicated to have observed the aircraft experience strange vibrations emanating from the propeller. He then elected to put the aircraft to idle power to slow it down, before initiating emergency landing procedures and eventually landed the aircraft after taxiway C. As he applied the brakes, the aircraft went over the edge of the runway and into the grass. To avoid hitting obstacles ahead, he veered the aircraft to the left before coming to a stop approximately 42 meters to the left of the centerline of Runway 07, facing the Bluebird Aviation company hangar. The pilot switched off the master switch and put off the lights. They vacated the aircraft unaided with no reported injuries.

The aircraft sustained damage to the nose wheel steering link assembly. There was no post-crash fire.

At the time of the occurrence, the weather at HKNW was conducive for a VFR (visual flight rules) flight.

SAFETY RECOMMENDATION

Safety issues identified was the need for the approved training organizations to enhance their CESSNA 172 training programmes to ensure student pilots are adequately trained for operations in abnormal conditions, and for the instructor pilot to remind the student pilot about the correct aircraft handling techniques before each landing during emergencies.

Fredrick Kabunge,
Investigator-In-Charge,
25 October 2020.