



MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN
DEVELOPMENT

STATE DEPARTMENT OF TRANSPORT

AIR ACCIDENT INVESTIGATION

PRELIMINARY REPORT

OPERATOR:	Kenya School of Flying
AIRCRAFT TYPE/MANUFACTURER:	PA34-200T
YEAR OF MANUFACTURE:	1977
AIRCRAFT REGISTRATION:	5Y-JMK
AIRCRAFT SERIAL NUMBER:	34-7770384
DATE OF REGISTRATION:	12/05/2015
TYPE OF ENGINE:	2-CONTINENTAL MOTORS 0-360-EB (3)
DATE OF OCCURRENCE:	07/07/2019
TIME OF OCCURRENCE:	1532
LOCATION OF OCCURRENCE:	Orly Airpark
TYPE OF FLIGHT:	Training
NUMBER OF PERSONS ON BOARD:	2
INJURIES:	Nil
NATURE OF DAMAGE:	Slightly damaged
CATEGORY OF OCCURRENCE:	Incident
PIC'S FLYING EXPERIENCE:	217 hours

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



REPORT

On 7th July 2019, the Air Accident Investigation unit at the Ministry of Transport, Infrastructure and Urban Development was notified of an incident involving a PA34-200T type of aircraft registration 5Y-JMK at Orly airport Kajiado at 1532 hours.

According to the preliminary information obtained after a site visit indicated that the aircraft was on a flight training exercise when the incident occurred. Onboard the aircraft was the instructor and a student pilot. The aircraft had earlier departed Orly airport to Wilson airport for training exercise in the circuits and local training area. After completion of the training within Wilson airport circuits and local training area they decided to fly back to Orly airport.

On their way back to Orly airport, the student pilot was the PIC and flight was quite normal and smooth with all the procedure being carried out as per the SOPs. On arrival at Orly airport they joined the airfield on a wide left-base runway 10 for landing where they started initial approach and pre-landing checks which according to the instructor was carried out by the student. The instructor only assisted in looking out for birds and traffic on the approach path. In a written report the instructor said he heard the student pilot make all the callouts for the final checks as the plane was configured for a normal approach with 25 degrees of flaps and speeds of 85Knots. Unfortunately the gear was not selected down contrary to the call-out.

On short final, the approach was stable and the instructor assisted the student pilot with setting the flaps to 40 degrees as he slowed the plane down to 80knots and maintained the approach profile all the way to the round-out and flare. As they retarded the throttles for landing, they did not get a landing gear horn or caution light, and they continued with the flare until touchdown. It took the instructor by surprise after touchdown as he thought the undercarriage may have collapsed so he took over controls to assist the student in controlling the aircraft until it came to a complete stop. They shut the engine and vacated the aircraft.

Damage to the aircraft

Both propellers struck the ground and got twisted at the ends. The lower fuselage belly got chaffed.

Investigation is ongoing to establish cause of accident.

M.A.Ombasa

OI/C

1st August 2019

