MINISTRY OF TRANSPORT, INFRASTRUCTURE, HOUSING AND URBAN DEVELOPMENT
STATE DEPARTMENT OF TRANSPORT
AIR ACCIDENT INVESTIGATION

PRELIMINARY REPORT

OPERATOR:	MOMBASA AVIATION TRAINING
AIRCRAFT TYPE:	CESSNA 150F
AIRCRAFT MANUFACTURER:	CESSNA AIRCRAFT CORPORATION
YEAR OF MANUFACTURE:	1967
AIRCRAFT REGISTRATION:	5Y - BSK
AIRCRAFT SERIAL NUMBER:	15063477
DATE OF REGISTRATION:	2 October, 2014
TYPE OF ENGINE:	TCM 0200A48B
DATE OF OCCURRENCE:	12 Mar, 2016
TIME OF OCCURRENCE:	0630
LOCATION OF OCCURRENCE:	KIJIPWA AIRSTRIP (3°50'50"S, 39°48'17" E)
TYPE OF FLIGHT:	TRAINING
NUMBER OF PERSONS ON BOARD:	CREW – 2
INJURIES:	NONE
NATURE OF DAMAGE:	MINOR
CLASS OF OCCURRENCE:	ACCIDENT
PIC'S FLYING EXPERIENCE:	TOTAL 441.05 (61.35 ON TYPE)

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

PHOTO: 5Y-BSK after the accident

REMARKS

This accident occurred at the Kjipwa airstrip in Kilifi County on 12th March, 2016 at 0630. The airstrip has a grass surface runway with orientation 18/36. The usable length is 1,000metres by 14m width.

The accident involved a Cessna 150F aircraft registration 5Y-BSK. Onboard were a flight instructor and a student. The crew had the intention of performing several circuits using runway 18. The first take off was at 0540 for a circuit altitude of 1,000 feet above mean sea level.

On the fourth circuit with the student on the controls, touch down point approximately 100 metres preceding runway 18 threshold was uneventful. On realizing that the remaining runway length was inadequate to perform take-off the student aborted take-off and with the instructor now at the controls; the aircraft overran the runway coming to rest approximately 94 metres from the threshold of runway 36.

The propeller contacted tree stump causing one of the blades to twist backwards at approximately 45 degrees at the centre. The nose landing gear strut was bent and detached backwards at approximately 10 degrees while the left main landing gear broke off at its root after coming into contact with a tree stump. Other damages were on the left wing towards the tip, the leading edge of the right wing and left wing landing lights. The left wing ruptured at the top.

The crew sustained no injuries and they vacated the aircraft without assistance. There was no pre or post occurrence fire. At the time of the accident the weather condition was reported as CAVOK with variable wind.

Investigations into the accident are ongoing.

Chief Investigator of Accidents
30 March 2016