



**MINISTRY OF ROADS AND TRANSPORT**  
**STATE DEPARTMENT FOR AVIATION AND AEROSPACE DEVELOPMENT**

**AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT**

**INVESTIGATION REPORT No. 03/06/2026**

**A PRELIMINARY INVESTIGATION REPORT OF AN ACCIDENT INVOLVING  
FRA CESSNA 150L REGISTRATION 5Y- ASL, ON 18 JUNE 2026, AT CHYULU  
HILLS, KAJIADO COUNTY, KENYA.**

## OBJECTIVE

This report contains information that has been determined up to the time of publication. The information in this report is published to inform the aviation industry and the public of the general circumstances of the runway excursion incident.

This investigation has been carried out in accordance with *The Kenya Civil Aviation (Aircraft Accident and Incident Investigation) Regulations, 2024*, and *the International Civil Aviation Organization's (ICAO's) Annex 13 to the Convention on International Civil Aviation*.

The sole objective of the investigation of an accident or incident under these Regulations shall be the prevention of accidents and incidents. It shall not be the purpose of such an investigation to apportion blame or liability.

The information contained in this report is derived from the data collected during the investigation of the serious incident.

# AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

## AIRCRAFT ACCIDENT INVESTIGATION PRELIMINARY REPORT SUMMARY

|                            |   |                                                                 |
|----------------------------|---|-----------------------------------------------------------------|
| OPERATOR                   | : | Kenya School of Flying                                          |
| AIRCRAFT TYPE              | : | FRA Cessna 150L                                                 |
| MANUFACTURER               | : | Reims Cessna S.A (France)                                       |
| YEAR OF MANUFACTURE        | : | 1972                                                            |
| AIRCRAFT REGISTRATION      | : | 5Y-ASL                                                          |
| AIRCRAFT SERIAL NUMBER     | : | FRA-15-0228                                                     |
| DATE OF REGISTRATION       | : | 19 July 1990                                                    |
| NUMBER AND TYPE OF ENGINE  | : | One 0-320-D3G Lycoming                                          |
| DATE OF OCCURRENCE         | : | 18 June 2026                                                    |
| LAST POINT OF DEPARTURE    | : | Orly Airstrip, Kajiado County                                   |
| POINT OF INTENDED LANDING  | : | Cross-country training back to Orly<br>Airstrip, Kajiado County |
| TIME OF OCCURRENCE         | : | 0800 (1100)                                                     |
| LOCATION OF OCCURRENCE     | : | Chyulu Hills, Kajiado County                                    |
| TYPE OF FLIGHT             | : | Training                                                        |
| NUMBER OF PERSONS ON BOARD | : | 2                                                               |
| INJURIES                   | : | Minor                                                           |
| NATURE OF DAMAGE           | : | Destroyed                                                       |
| CLASS OF OCCURRENCE        | : | Accident                                                        |
| PILOT IN COMMAND           | : | PPL holder                                                      |
| PIC FLYING EXPERIENCE      | : | 122 Hours                                                       |

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

## INVESTIGATION PROCESS

The occurrence involving an FRA C150L aircraft registration 5Y-ASL was notified to the Aircraft Accident Investigation Department (AAID), State Department for Aviation and Aerospace Development, Ministry of Roads and Transport through a phone call by the Wilson Airport air traffic control unit.

AAID investigators were deployed to the site to conduct an initial onsite investigation and witness interviews.

After the initial on-site investigation phase, the occurrence was classified as an “accident” in accordance with the International Civil Aviation Organization’s (ICAO) Annex 13 provisions.

Subsequently, the AAID notified the following:

1. French Bureau of Investigation (BEA);
2. The National Transport Safety Board (NTSB) of the USA as the aircraft accident investigation authority of the State of Design and Manufacture of the aircraft; and
3. The International Civil Aviation Organization (ICAO).

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*\*Photos and figures used in this report are taken from different sources and may be adjusted from the original for the sole purpose of improving the clarity of the report. Modifications to images used in this report are limited to cropping, magnification, file compression, or enhancement of colour, brightness, contrast, or addition of text boxes, arrows, or lines.*

## LIST OF ABBREVIATIONS/GLOSSARY OF TERMS

|      |   |                                                 |
|------|---|-------------------------------------------------|
| AAID | - | Aircraft Accident Investigation Department      |
| AMSL | - | Above Mean Sea Level                            |
| BEA  | - | French Bureau of Investigations                 |
| ICAO | - | International Civil Aviation Organization       |
| KCAA | - | Kenya Civil Aviation Authority                  |
| Km   | - | Kilometers                                      |
| M    | - | Meter                                           |
| NTSB | - | National Transportation Safety Board of the USA |
| PF   | - | Pilot Flying                                    |
| PM   | - | Pilot Monitoring                                |
| PPL  | - | Private Pilot License                           |
| USA  | - | United States of America                        |
| UTC  | - | Universal Coordinated Time                      |
| VHF  | - | Very High Frequency                             |

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## SYNOPSIS

This report presents the investigation into an accident involving an FRA Cessna 150L aircraft carrying two crew members, which occurred in the Chyulu Hills, Kajiado County, on 18 June 2026 at approximately 0800 (1100). The aircraft was conducting a cross-country training flight en route to Kilaguni Airstrip in Tsavo West National Park.

Based on the information available during the preliminary investigation, weather conditions at the departure airstrip were favorable. However, as the aircraft approached Chyulu Hills, the weather deteriorated, with reduced visibility due to fog and light drizzle. Despite the changing conditions, the crew elected to continue the flight, anticipating improved weather further along the route.

The aircraft subsequently entered instrument meteorological conditions (IMC), causing the crew to lose visual reference with the ground and become uncertain of their position. One crew member recommended returning to the departure airstrip; however, the pilot-in-command (PIC) decided to divert to Tawi Airstrip instead.

While maneuvering to exit the adverse weather, the crew observed a descent rate of approximately 2,000 ft/min on the vertical speed indicator (VSI). The PIC initiated an immediate recovery by applying a pull-up maneuver, but the available altitude was insufficient to prevent collision. The aircraft struck trees before impacting the ground.

Both occupants evacuated the aircraft without serious injury. Approximately 45 minutes after the accident, they recovered a mobile phone from the wreckage and contacted a colleague, providing details of the accident and their geographic coordinates, which facilitated the rescue operation.

The investigation into identifying the probable cause(s) of the serious incident is ongoing.

## 1.0 FACTUAL INFORMATION

### 1.1 THE HISTORY OF THE FLIGHT

On 18 June 2026, at approximately 0800 (1100), the Aircraft Accident Investigation Department (AAID) under the Ministry of Roads and Transport was notified of an accident involving a FRA Cessna 150L aircraft, registration 5Y-ASL, in the Chyulu Hills area of Kajiado County. The aircraft was conducting a cross-country flight training exercise with two crew members on board, having departed Orly Airstrip, Kajiado. Both occupants evacuated the aircraft with minor injuries; however, the aircraft was destroyed by the impact.

According to the pilots' written statements, the flight departed Orly Airstrip for Kilaguni Airstrip with approximately four hours of fuel endurance. Weather conditions at departure were reported to be favorable. However, as the aircraft approached Chyulu Hills, the weather began to deteriorate. Despite the worsening conditions, the crew elected to continue the flight in the expectation that the weather would improve ahead.

As the flight progressed, the aircraft entered instrument meteorological conditions (IMC), encountering fog and drizzle. The crew subsequently lost visual reference with the ground and became uncertain of their position. One crew member suggested returning to the departure airstrip, but the pilot-in-command (PIC) decided instead to divert to the alternate airstrip at Tawi.

While attempting to exit the adverse weather conditions, the crew observed the vertical speed indicator (VSI) showing a descent rate of approximately 2,000 ft/min. The PIC initiated a pull-up maneuver; however, there was insufficient altitude to recover. The aircraft struck trees before impacting the ground.

Following the accident, both occupants evacuated the aircraft safely. Approximately 45 minutes later, they recovered a mobile phone from the wreckage and used it to contact a colleague, informing them of the accident and providing their coordinates to facilitate rescue.

## 1.2 INJURIES TO PERSONS

Table A. INJURY CHART

| Injuries   | Crew | Passengers | Others |
|------------|------|------------|--------|
| Fatal      | 0    | 0          | 0      |
| Serious    | 0    | 0          | 0      |
| Minor/None | 2    | 0          |        |

## 1.3 DAMAGE TO AIRCRAFT

The aircraft was destroyed.

## 1.4 OTHER DAMAGE

Not applicable.

## 1.5 PERSONNEL INFORMATION

### 1.5.1 The Pilot-in-Command (PIC)

Records reviewed during the investigation established that the pilot-in-command (PIC), aged 22 years, held a valid Private Pilot License (PPL) issued by the Kenya Civil Aviation Authority (KCAA) on 06 May 2025, with an expiry date of 05 May 2027. The license included a Group A (Landplane) aircraft rating and was issued without any medical limitations. The PIC also held an English Language Proficiency endorsement at Level 5, valid until 06 February 2031. At the time of the accident, the PIC had accumulated a total of 122 flight training hours.

### 1.5.2 The Pilot Monitoring (PM)

Records reviewed during the investigation established that the pilot monitoring held a valid Private Pilot License (PPL) issued by the Kenya Civil Aviation Authority (KCAA) on 10 September 2024, with an expiry date of 11 September 2026.

The license included a Group A (Landplane) aircraft rating and was issued without any medical limitations. The pilot also held an English Language Proficiency endorsement at Level 6, which has no expiry. At the time of the accident, the second pilot had accumulated a total of 145 flight training hours.

## 1.6 AIRCRAFT INFORMATION

### 1.6.1. General

The FRA C150L registration 5Y-ASL was registered on 19<sup>th</sup> July 1990. It had been issued with a certificate of airworthiness on 19<sup>th</sup> April 2026, valid until 18<sup>th</sup> April 2027. Further information obtained indicated that scheduled maintenance was carried out on 14<sup>th</sup> June 2026 at 50 hours of inspection. Another routine maintenance was carried out on 18<sup>th</sup> May 2026 at 100 hours of inspection.

Table D: SUMMARY OF THE AIRCRAFT'S DETAILS

|                                          |                             |
|------------------------------------------|-----------------------------|
| Operator                                 | Kenya School of Flying      |
| Registration mark                        | 5Y-ASL Kenyan               |
| Date of registration                     | 19th July 1990              |
| Serial number                            | FRA-150-0228                |
| Validity of certificate of airworthiness | 18 <sup>th</sup> April 2027 |
| Length                                   | 7.54m                       |
| Wingspan                                 | 10.16m                      |
| Height                                   | 2.59m                       |
| Empty weight                             | 481kgs                      |
| Maximum gross weight                     | 725kgs                      |
| Fuel capacity (usable)                   | 98L                         |
| Useful load                              | 244kgs                      |
| Baggage capacity                         | 54kgs                       |

### 1.6.2. Power plant and propulsion

Table C: THE AIRCRAFT POWER PLANT AND PROPULSION

|                 |                                     |
|-----------------|-------------------------------------|
| Engine model    | O-320-D3G                           |
| Serial number   | RL-15359-39E                        |
| Hours since new | 1296                                |
| Engine power    | 160hp                               |
| Propeller       | 2-Fixed metal pitch propeller blade |

### 1.6.3. Aircraft Performance

Table D: THE AIRCRAFT'S PERFORMANCE

|                      |          |
|----------------------|----------|
| Maximum cruise speed | 106kts   |
| Range                | 303nm    |
| Service ceiling      | 12,650ft |
| Rate of climb        | 900fpm   |
| Stall speed          | 42knots  |
| Fuel type            | Avgas    |

## 1.7 METEOROLOGICAL INFORMATION

Based on the flight crew's written report and eyewitness accounts, the weather conditions in the vicinity of the Chyulu Hills at the time of the occurrence were characterized by fog and light drizzle, resulting in significantly reduced visibility. Detailed meteorological data, including the actual weather conditions at the time of the accident, will be obtained and confirmed through the Department of Meteorology.

## 1.8 AIDS TO NAVIGATION

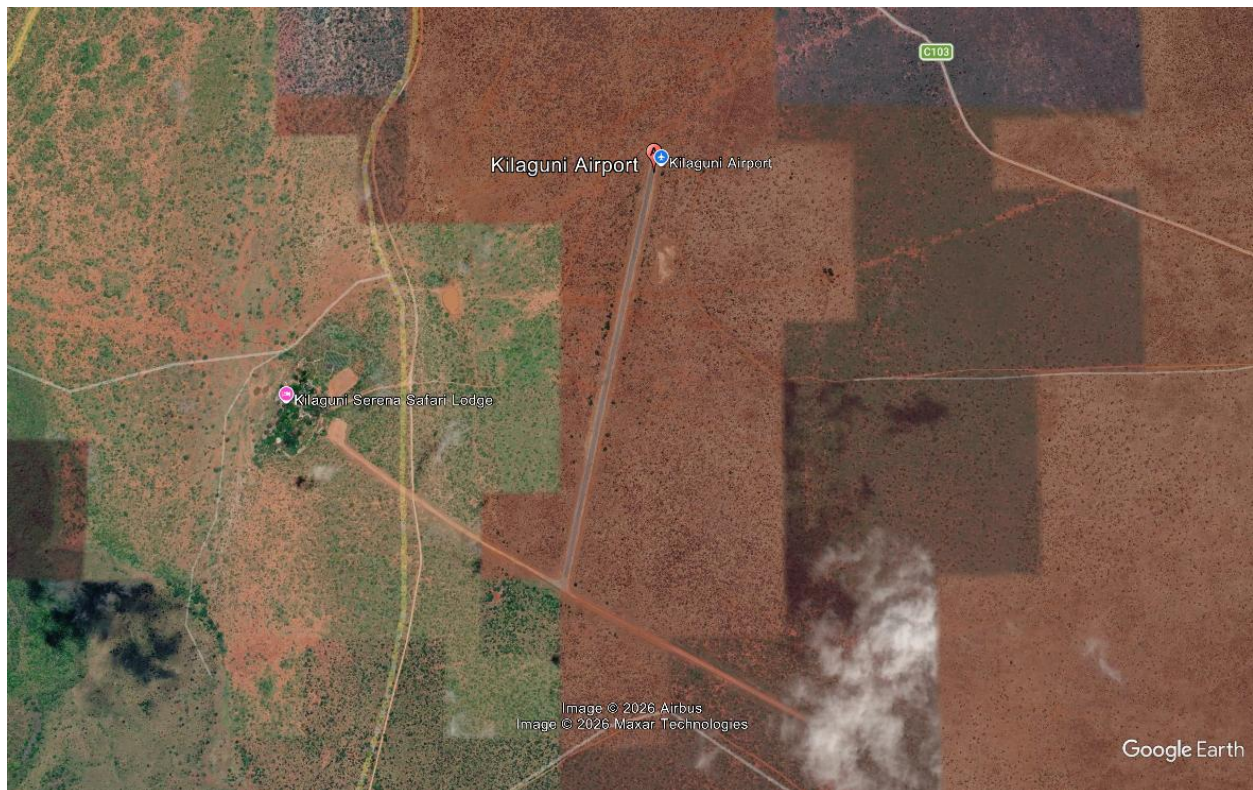
There were no ground-based navigation aids available at the destination aerodrome.

## 1.9 COMMUNICATION

The aircraft was equipped with a serviceable two-way VHF radio communication system. Based on the information available at this stage of the investigation, communication was not considered a contributing factor to the accident.

## 1.10 AERODROME INFORMATION

### 1.10.1 General Aerodrome Information – Kilaguni Airstrip



**Fig. 1:** Google Earth Map showing Kilaguni Airstrip (Source: Google Earth)

The intended destination airstrip is located at coordinates  $S2^{\circ}54'22.97''$  and  $E38^{\circ}04'18.87''$ , at an elevation of 2,777 feet above mean sea level (AMSL).

The airstrip is equipped with a single asphalt Runway 12/30, measuring approximately 1,600m in length and 15m in width. A gravel parking apron is situated approximately 1Km from the runway, adjacent to the hotel, and is used for aircraft parking and ground handling operations.

The airstrip is also equipped with a windsock, which provides pilots with a visual indication of the prevailing wind direction and an approximate indication of wind speed, thereby supporting the safe conduct of take-off and landing operations.

### 1.11 FLIGHT RECORDERS

Not applicable.

### 1.12 WRECKAGE AND IMPACT INFORMATION

The aircraft collided with trees on the hillside, with the initial impact occurring at coordinates S 02°41'23.1", E 37°53'59.44". The collision subsequently destroyed the aircraft, as illustrated in the photographs below:



**Fig. 2:** *Photograph showing the accident aircraft at the final resting point immediately after impact*



**Fig. 3:** *Photograph showing a tree that broke off and came down with the aircraft on impact*



**Fig. 4:** *Photograph showing the extent of damage to the aircraft after impact*



**Fig. 5:** *Photograph showing the propeller blade that separated on impact with the trees*



Direction of Location of  
the crash site

**Fig. 6:** *Photograph showing the location of the crash site*

### 1.13 MEDICAL AND PATHOLOGICAL INFORMATION

Not applicable.

#### **1.14 FIRE**

There was no pre- or post-impact fire.

#### **1.15 SURVIVAL ASPECTS**

The occurrence was survivable as the aircraft collided with tree branches that collapsed with it, providing a degree of cushioning and attenuation of the impact forces.

#### **1.16 TESTS AND RESEARCH**

Not applicable.

#### **1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION**

##### **1.17 Kenya School of Flying**

The aircraft was operated by Kenya School of Flying, which has an approved training organization certificate issued on 5<sup>th</sup> May 2026, valid until 5<sup>th</sup> May 2026.

#### **1.18 ADDITIONAL INFORMATION**

Not applicable.

#### **1.19 USEFUL AND EFFECTIVE INVESTIGATIVE TECHNIQUES**

Not applicable.

#### **SUMMARY**

The ongoing investigation will analyze, as appropriate, all the information documented, list the findings, conclusions, probable cause(s), and/or contributing factors established, and state any safety recommendations made for accident prevention.