



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

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

INVESTIGATION REPORT No. 01/06/2026

**A PRELIMINARY INVESTIGATION REPORT OF A SERIOUS INCIDENT
INVOLVING TBM 700C2 REGISTRATION 5Y- XCB, ON 01 JUNE 2026, AT
LANDING OL KIOMBO MAASAI MARA AIRSTRIP, NAROK 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	:	Private
AIRCRAFT TYPE	:	SOCATA TBM 700C2
MANUFACTURER	:	Socata Daher Reims France.
YEAR OF MANUFACTURE	:	2004
AIRCRAFT REGISTRATION	:	5Y-XCB
AIRCRAFT SERIAL NUMBER	:	285
DATE OF REGISTRATION	:	5 June 2023
NUMBER AND TYPE OF ENGINE	:	One PT6A-64
DATE OF OCCURRENCE	:	01 June 2026
LAST POINT OF DEPARTURE	:	Wilson Airport
POINT OF INTENDED LANDING	:	OI Kiombo Airstrip, Narok County
TIME OF OCCURRENCE	:	0700 (1000)
LOCATION OF OCCURRENCE	:	OI Kiombo Airstrip, Narok County
TYPE OF FLIGHT	:	Private
NUMBER OF PERSONS ON BOARD	:	3
INJURIES	:	Nil
NATURE OF DAMAGE	:	Minor
CLASS OF OCCURRENCE	:	Serious incident
PILOT IN COMMAND	:	PPL holder
PIC FLYING EXPERIENCE	:	5340 Hours on types

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

INVESTIGATION PROCESS

The occurrence involving a TBM 700C2 aircraft registration 5Y-XCB 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 a “Serious incident” in accordance with the International Civil Aviation Organization’s (ICAO) Annex 13 provisions.

Subsequently, the AAID notified the following:

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

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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
Kts	-	Knots
M	-	Meter
PPL	-	Private Pilot License
RPM	-	Revolutions Per Minutes
TSB	-	Transport Safety Board of Canada
UTC	-	Universal Coordinated Time
VHF	-	Very High Frequency

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SYNOPSIS

On 1 June 2026, a privately operated TBM 700C2 aircraft, registration 5Y-XCB, departed Wilson Airport, Nairobi, on a flight to Ol Kiombo Airstrip in the Maasai Mara. During the landing rollout at Ol Kiombo Airstrip, the aircraft was involved in a runway excursion.

The aircraft was occupied by the pilot and two passengers. All three occupants evacuated the aircraft unassisted and sustained no injuries. The aircraft, however, sustained slight damage.

According to the pilot, the flight was uneventful until the landing phase. During the approach, the aircraft was correctly configured for landing, with the landing gear extended and flaps selected. The aircraft decelerated from approximately 120 kts to 80 kts during the final approach. Shortly before touchdown, a brief stall warning was annunciated.

The aircraft touched down on the main landing gear before the nose landing gear contacted a rock located approximately 250m along the runway during the landing roll. The impact caused the nose landing gear to collapse into the wheel well, resulting in the propeller striking the ground while rotating. The propeller strike caused substantial damage and generated asymmetric forces, causing the aircraft to veer off the runway and come to rest in tall grass on its forward fuselage.

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 1 June 2026 at approximately 0700 (1000), the Aircraft Accident Investigation Department (AAID) under the Ministry of Roads and Transport was notified of a serious incident involving a TBM 700C2 aircraft, registration 5Y-XCB, at Ol Kiombo Airstrip in Maasai Mara, Narok County. The privately-operated aircraft had departed Wilson Airport, Nairobi, with three persons on board. All occupants (one pilot and two passengers) evacuated safely with no injuries, although the aircraft sustained slight damage following a runway excursion.

According to the pilot's written statement, the flight from Wilson Airport to Ol Kiombo was conducted normally under instrument conditions until descent into the Maasai Mara. The pilot reported configuring the aircraft for landing by selecting landing lights, turning off bleed air, extending the landing gear and confirming three green indications, and progressively deploying flaps on downwind and final approach. The inertial separator was engaged, and airspeed was reduced from approximately 120 kts on approach to about 80 kts on short final. The pilot noted that the stall warning activated briefly just before crossing the runway threshold.

The aircraft flared and touched down on the main landing gear. The nose gear subsequently contacted the runway surface and, after rolling approximately 250m, struck a rock on the runway. The impact caused the nose landing gear to collapse into the wheel well. As the aircraft decelerated, the propeller contacted the hard-packed runway surface, resulting in significant damage. The asymmetric forces from the rotating propeller caused the aircraft to veer off to the right of the runway into a drainage ditch and tall grass before coming to rest on the forward fuselage and air intake.

The pilot shut down the aircraft systems, secured the fuel and electrical systems, and assisted the passengers in exiting the aircraft. All occupants were wearing seatbelts and reported no injuries, and there was no secondary impact reported beyond the runway excursion.

1.2 INJURIES TO PERSONS

Table A. INJURY CHART

Injuries	Crew	Passengers	Others
Fatal	0	0	0
Serious	0	0	0
Minor/None	1	2	

1.3 DAMAGE TO AIRCRAFT

Minor damage.

1.4 OTHER DAMAGE

Not applicable.

1.5 PERSONNEL INFORMATION

1.5.1 The Pilot-in-Command (PIC)

Records reviewed during the investigation indicated that the pilot-in-command held a valid Private Pilot License (PPL) issued by the Kenya Civil Aviation Authority (KCAA) on 23 March 2026, with an expiry date of 3 September 2026. The pilot also held a valid Class 2 Medical Certificate, issued on 2 March 2026 and valid for a period of six months. The medical certificate carried a limitation requiring the use of corrective lenses while exercising the privileges of the license.

Table B: SUMMARY OF THE PILOT-in-COMMAND FLYING RELEVANT INFORMATION

THE PILOT'S DETAILS	
Pilot license	PPL (YK-1922-PL)
Age	71 yrs
Medical expiry date	25.09.2026
Medical Class	Two
Total flying hours	5430
Last twelve months	107.8
Hours, last 6 months	89.4
Hours in the last 3 months	55.8
Hours on type (CTBM 700C2)	328
Ratings	C150, PA34, C210, & C208

1.6 AIRCRAFT INFORMATION

1.6.1. General

The TBM 700C2 registration 5Y-XCB was registered on 7th June 2026. It had been issued with a certificate of airworthiness on 8th January 2026, valid until 7th October 2026, with no limitations. Further information obtained indicated that scheduled maintenance was carried out on 27th September 2025, at 200 hours of inspection.

Table C: SUMMARY OF THE AIRCRAFT'S DETAILS

Operator	Private
Registration mark	5Y-XCB, Kenyan
Date of registration	5 June 2023
Serial number	285
Validity of certificate of airworthiness	7 th October 2026
Length	34 ft 11 inches
Wingspan	41 ft 11 inches
Height	14 ft 4 inches

Empty weight	4167LB
Maximum certificated take-off weight	6579LB
Maximum landing weight	6250B
Fuel capacity (usable)	1947LB
Useful load	1347LB

1.6.2. Power plant and propulsion

Table D: THE AIRCRAFT POWER PLANT AND PROPULSION

Engine model	PT6A-64
Serial number	PCE-PM0164
Hours since new	1923.27
Engine power	700hp
Propeller	5-Blade constant pitch

1.6.3. Aircraft Performance

Table E: THE AIRCRAFT's PERFORMANCE

Maximum cruise speed	300kts
Typical cruise speed	185kts
Range	1565nm
Service ceiling	31,000ft
Rate of climb	1570fpm
Take-off distance over 50ft obstacle	3,100ft
Landing distance over 50 ft obstacle	2,500ft
Take-off distance (Ground-roll)	2035ft
Stall speed	65KIAS
Fuel type	JetA1

1.7 METEOROLOGICAL INFORMATION

There was no significant weather reported around Ol Kiombo airstrip. Visibility was more than 10 km with scattered clouds.

1.8 AIDS TO NAVIGATION

Ol Kiombo airstrip has no ground aids for navigation other than visual ground markings beside the runway, and they were not a factor in the accident.

1.9 COMMUNICATION

The aircraft was equipped with two-way VHF radio communication equipment, and it was not a factor in the serious incident.

1.10 AERODROME INFORMATION

1.10.1 General Aerodrome Information – Ol Kiombo Airstrip

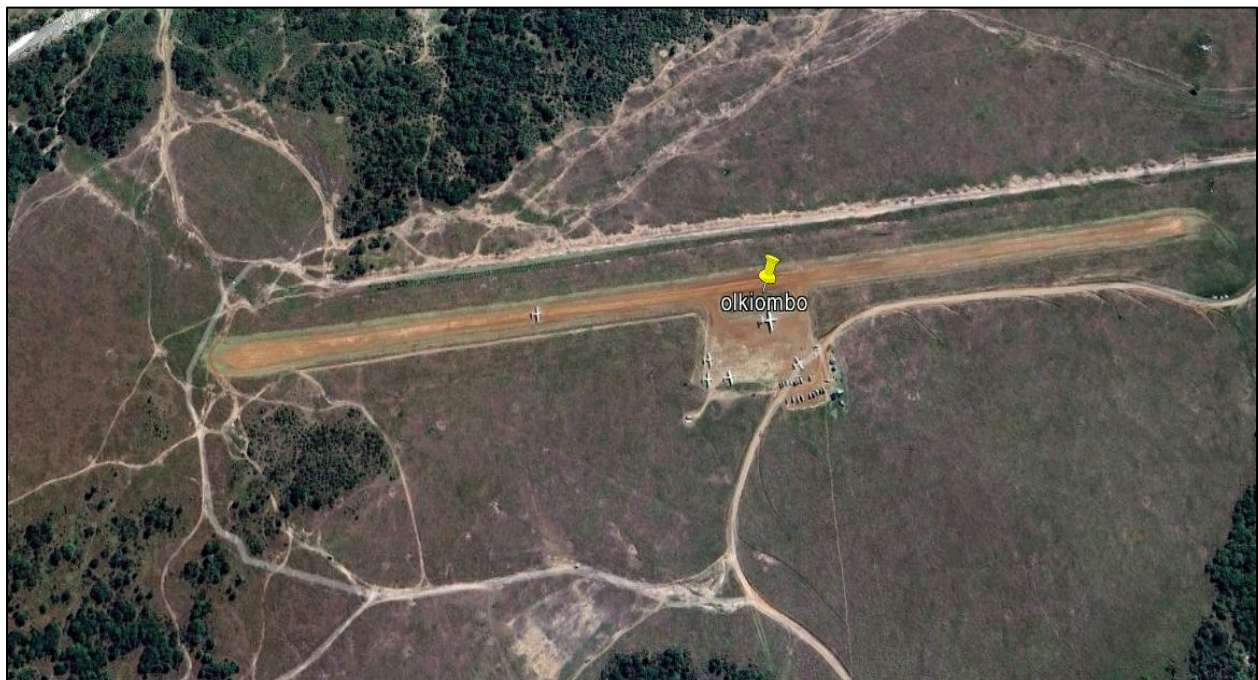


Fig. 1: Google Earth Map showing Ol Kiombo Airstrip (Source: Google Earth)

Ol Kiombo airstrip is located at coordinates S 01°24'32.06" and E 35°06'37.73", at an elevation of 5,005 ft above mean sea level (AMSL). The airfield is equipped with a gravel-surfaced Runway 08/26, measuring 15m in width and extending the full runway length of 1200m.

A gravel parking apron is available to accommodate aircraft parking and ground operations. The airport is also fitted with a windsock, which provides pilots with a visual indication of wind direction and approximate wind speed.

1.11 FLIGHT RECORDERS

Not applicable.

1.12 WRECKAGE AND IMPACT INFORMATION

Upon landing, the nose landing gear collapsed, resulting in the propeller blades contacting the ground. The propeller blades fractured close to the hub, leaving only short stubs attached. The lower engine cowling sustained significant deformation and tearing, with additional impact damage observed around the air intake area beneath the spinner. The spinner remained largely intact and relatively symmetrical, and the propeller hub remained attached without complete disintegration. The nose landing gear was found collapsed and unsupported following recovery of the aircraft.



Fig. 2: *Photo showing the accident aircraft at the final resting point immediately after runway excursion*



Fig. 3: *Photograph showing emergency response at the aircraft site*

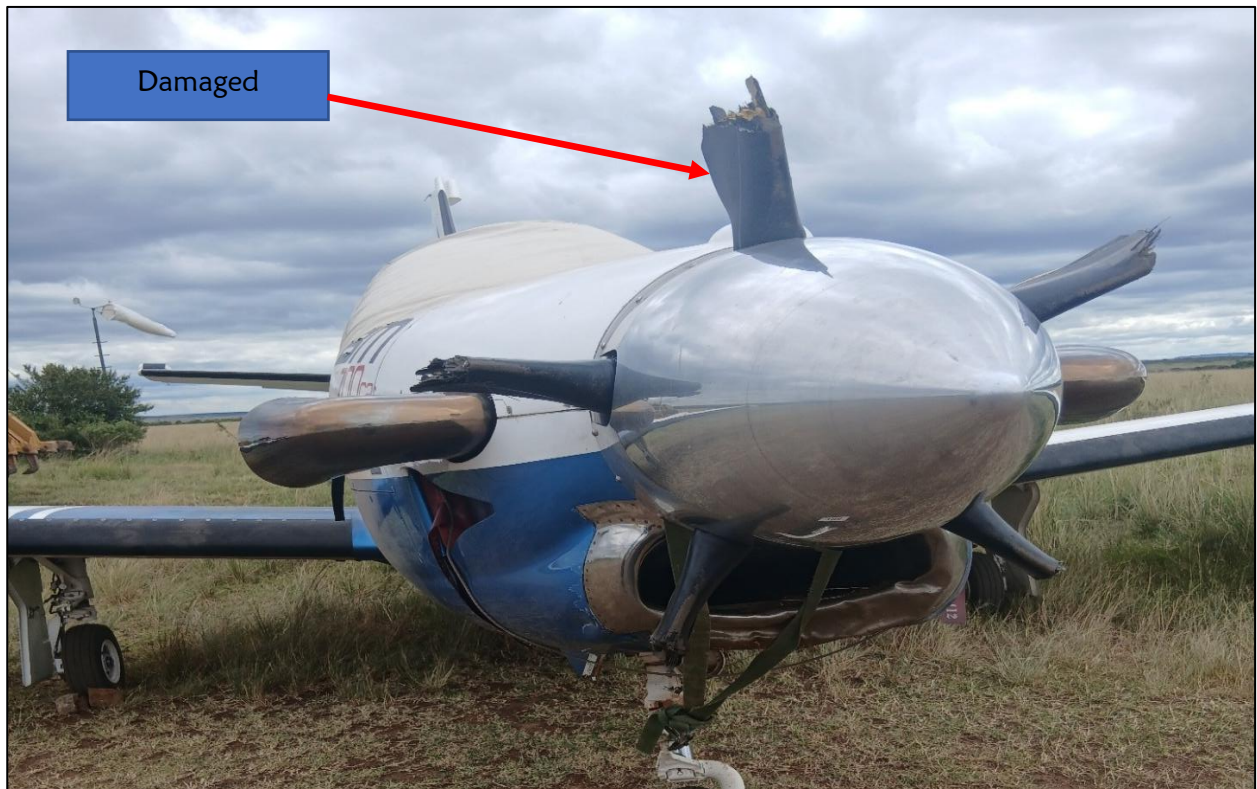


Fig. 4: *Photograph showing damaged blades of the accident aircraft at the apron.*

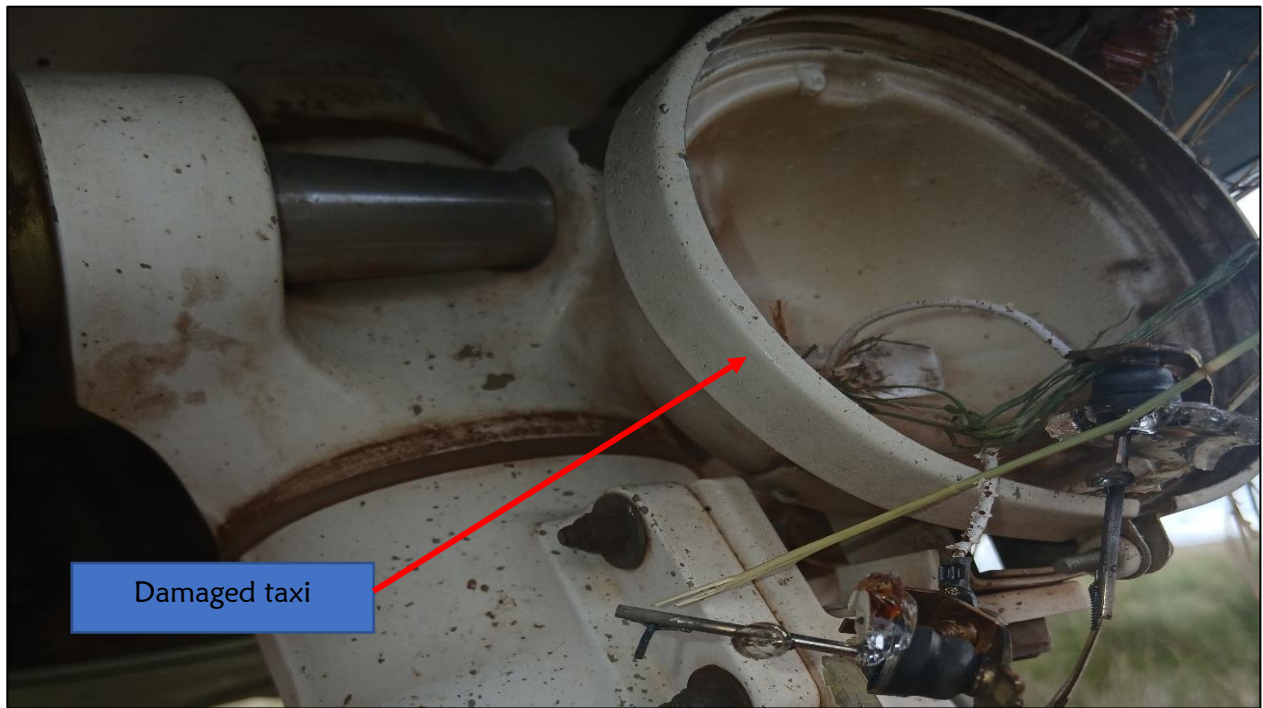


Fig. 5: Photograph showing the damaged landing lights at the apron

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 since the aircraft had already landed and did not collide with any major obstacle before it came to rest.

1.16 TESTS AND RESEARCH

Not applicable.

1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION

The aircraft was registered as a private aircraft and was operated for private purposes.

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.

Ag. Chief Investigator of Aircraft Accidents – KENYA