



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

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

INVESTIGATION REPORT No. 01/04/2026

**PRELIMINARY INVESTIGATION REPORT ON A RUNWAY INCURSION
INCIDENT INVOLVING A PIPER PA-32 AIRCRAFT, REGISTRATION 5Y-BRJ, ON
19 APRIL 2026 AT COULSON AIRSTRIP, GILGIL, NAKURU COUNTY, KENYA.**

OBJECTIVE

This report contains information determined up to the time of publication. It is published to inform the aviation industry and the public of the general circumstances of the serious 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	:	Piper PA 32R-301T Saratoga
MANUFACTURER	:	Piper Aircraft Incorporated
YEAR OF MANUFACTURE	:	1982
AIRCRAFT REGISTRATION	:	5Y-BRJ
AIRCRAFT SERIAL NUMBER	:	32R-8229014
DATE OF REGISTRATION	:	24 January 2024
NUMBER AND TYPE OF ENGINE	:	One, Lycoming TIO-540-S1AD
DATE OF OCCURRENCE	:	19 April 2026
LAST POINT OF DEPARTURE	:	Farmlands Soysambu Airstrip, Gilgil, Nakuru County, Kenya
POINT OF INTENDED LANDING	:	Coulson Airstrip, Gilgil
TIME OF OCCURRENCE	:	*1117 (1417)
LOCATION OF OCCURRENCE	:	Coulson Airstrip (0° 30' 14" S, 36° 21' 25.85" E)
TYPE OF FLIGHT	:	General aviation (non-commercial)
PHASE OF FLIGHT	:	Landing
NUMBER OF PERSONS ON BOARD	:	02
INJURIES	:	None
NATURE OF DAMAGE	:	Slight damage
CLASS OF OCCURRENCE	:	Serious incident
PILOT IN COMMAND	:	PPL holder
PIC FLYING EXPERIENCE	:	402.7 hours

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

INVESTIGATION PROCESS

The operator notified the Aircraft Accident Investigation Department (AAID) of the State Department for Aviation and Aerospace Development (SDAAD) in the Ministry of Roads and Transport of the serious incident involving a Piper PA-32 aircraft, registration 5Y-BRJ, which occurred at Coulson Airstrip, Gilgil, Nakuru County on 19 April 2026.

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 “incident” in accordance with the International Civil Aviation Organization’s (ICAO) Annex 13 provisions.

Subsequently, in accordance with ICAO Annex 13 protocols, the AAID notified the following:

1. The National Transportation Safety Board of the United States of America as the aircraft accident investigation authority of the State of Design and Manufacture of the aircraft and engine; and
2. The International Civil Aviation Organization (ICAO).

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LIST OF ABBREVIATIONS/GLOSSARY OF TERMS

AAID	-	Aircraft Accident Investigation Department
AMO	-	Approved Maintenance Organization
AMSL	-	Above Mean Sea Level
ATC	-	Air Traffic Control
C of A	-	Certificate of Airworthiness
CSN	-	Cycles Since New
ELT	-	Emergency Locator Transmitter
ft	-	feet
HKNK	-	Nakuru Lanet Airport
ICAO	-	International Civil Aviation Organization
KCAA	-	Kenya Civil Aviation Authority
KMD	-	Kenya Meteorological Department
M	-	metres
PPL	-	Private Pilot License
SDAAD	-	State Department for Aviation and Aerospace Development
TSN	-	Time Since New
TSO	-	Time Since Overhaul
VFR	-	Visual Flight Rules
VMC	-	Visual Meteorological Conditions

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2.0. SUMMARY..... 15 – 15

SYNOPSIS

On 19 April 2026 at approximately 1117 (1417), a runway incursion event occurred at Coulson Airstrip in Gilgil, Nakuru County, involving a Piper PA-32 aircraft, registration 5Y-BRJ. The aircraft was occupied by a pilot and one passenger.

The earlier flights of the day – from Manda Point Airstrip to Lewa Downs Airstrip, and then to Farmlands Soysambu Airstrip – were uneventful.

The pilot reported taking off from Farmlands Soysambu at 1109 (1409) for Coulson Airstrip. While airborne, the pilot observed smoke in the area from a fire moving from north to south and consequently joined the Coulson circuit on a left downwind for runway 34. On final approach, the pilot noticed the wind had shifted to a slight tailwind with a gusting crosswind. During the landing roll on the grass runway, the aircraft went over a small hump, resulting in a nose gear collapse and a propeller strike. The aircraft came to a halt approximately 350 meters from the threshold on the left-hand side of the runway.

The two occupants exited the aircraft uninjured.

The aircraft sustained damage to all three propeller blades and the nose landing gear area. There was no in-flight or post-impact fire.

At the time of the serious incident, Visual Meteorological Conditions (VMC) prevailed in the region.

The investigation to identify the probable causes and contributing factors of the serious incident is ongoing.

1.0 FACTUAL INFORMATION

1.1 THE HISTORY OF THE FLIGHT

On 19 April 2026, a Piper PA-32 aircraft, registration 5Y-BRJ, departed from Manda Point Airstrip in Lamu County at 0616 (0916) on a private flight to Lewa Downs Airstrip in Isiolo County. On board were a pilot and three passengers. The aircraft had 350 litres of fuel on board and landed at Lewa Downs at 0759 (1059). Before departing from Lewa Downs at 0949 (1249), the aircraft was refuelled with 40 litres of fuel. The aircraft then took off for Farmlands Soysambu Airstrip in Gilgil, Nakuru County with 266 litres of fuel and landed at Farmlands at 1029 (1329). The two legs of the flight were uneventful.

The aircraft took off from Farmlands Soysambu for Coulson Airstrip in Gilgil, Nakuru County at 1109 (1409) with the pilot and one passenger on board. While airborne, the pilot reported observing smoke in the area from a fire moving from north to south; consequently, the pilot joined the Coulson circuit on a left downwind for runway 34. On final approach, the pilot noticed the wind had shifted to a slight tailwind with a gusting crosswind. The aircraft touched down at 1117 (1417) with an indicated airspeed of 78 knots. The aircraft maintained its landing roll on the main gear for a duration under idle power with the control stick held full back. During the landing roll on the grass runway, the left main landing gear went over a small hump, forcing the nose landing gear down and causing it to collapse. As the propeller blades struck the ground, the pilot reported that to have turned off the magnetos and master switch, and moved the mixture to the idle-cutoff position.

The aircraft came to a halt approximately 350 metres from the threshold on the left-hand side of the runway. The pilot then turned the fuel selector off, and both occupants exited the aircraft unhurt. Afterward, the aircraft was towed from the active runway to a parking area 200 m away.

The aircraft sustained damage to all three propeller blades and the nose landing gear assembly.

There was no in-flight or post-impact fire.

At the time of the serious incident, Visual Meteorological Conditions (VMC) prevailed in the region.

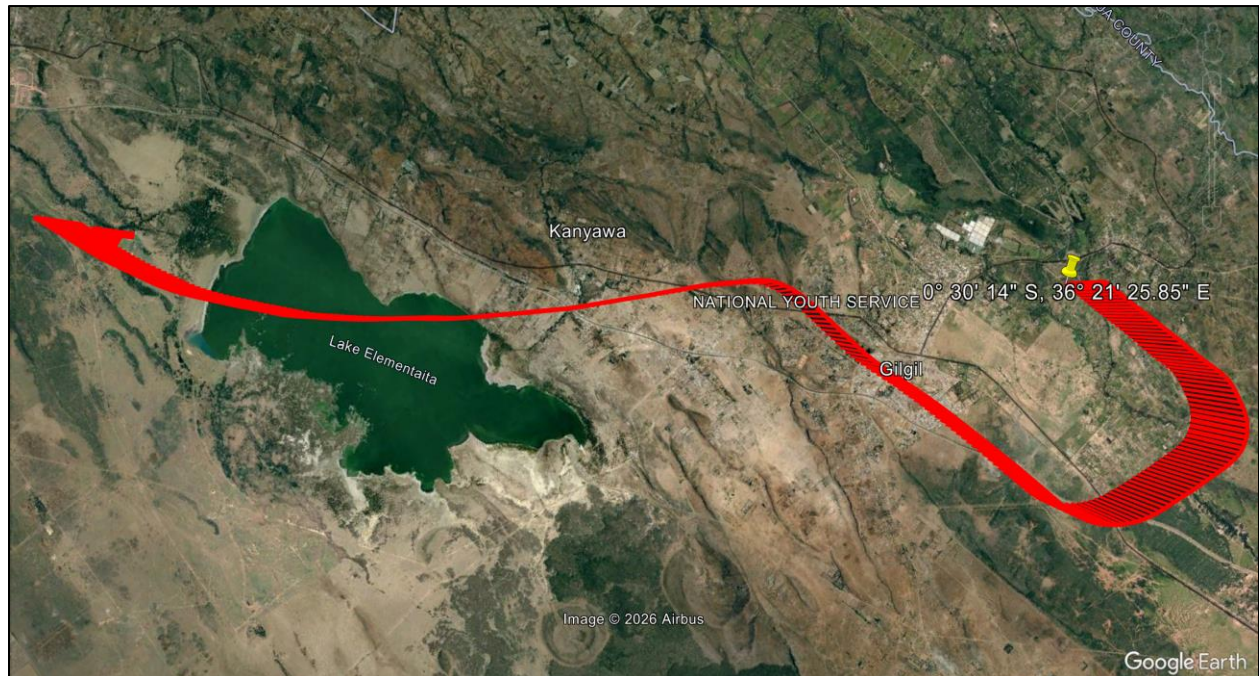


Fig. No. 1: A general 3D Google Earth overlay of the flight path from Farmland Soysambu Airstrip to Coulson Airstrip.



Fig. No. 2: 3D Google Earth overlay of the pilot's landing profile on Coulson Airstrip's runway 32.



Fig. No. 3: *A different 3D Google Earth overlay of the pilot's landing profile on Coulson Airstrip's runway 32.*



Fig. No. 4: *Aircraft's final resting position on runway 34.*



Fig. No. 5: *The photograph shows the aircraft's final resting position on Runway 34 and its associated skid marks*

1.2 INJURIES TO PERSONS

Table A. INJURY CHART

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

1.3 DAMAGE TO AIRCRAFT

The aircraft was slightly damaged.

1.4 OTHER DAMAGE

Not applicable.

1.5 PERSONNEL INFORMATION

1.5.1 The Pilot

Documents provided by the pilot indicated that at the time of the serious incident, the 46-year-old held a Private Pilot License (PPL – Aeroplane - Group A) originally issued on 06 February 2024 by the Kenya Civil Aviation Authority (KCAA). The validity of the pilot's Class 2 medical certificate without limitations was up to 26 October 2026, in accordance with current KCAA personnel licensing requirements. The pilot also held a Radio Telephony Operator's license issued on 06 February 2024 and valid until 05 February 2026.

Table B: SUMMARY OF THE PILOT'S RELEVANT INFORMATION

PILOT DETAILS	
Pilot License	PPL
	Group A: (Cessna 172 - 45.2 hours, Cessna 182 - 100.8 hours, PA 28 - 47.1 hours, Cub 15.9 hours, PA 32 - 193.7 hours).
Medical examination date	29 September 2025
Medical class	2
Medical expiry date	24 September 2026
Flight Radio Telephony Operator's license (FRTOL) expiry date	05 February 2026
Total flying hours	402.7
Total hours on type (PA 32R-301T)	193.7
Hours flown on type since 01 January 2026	34.2

1.6 AIRCRAFT INFORMATION

1.6.1. General

The aircraft was a Piper PA-32R-301T, a six-seat, high-performance, single-engine, all-metal, fixed-wing aircraft produced by Piper Aircraft Inc. of Vero Beach, Florida, in the United States of America. It had retractable landing gear and a Lycoming TIO-540-S1AD piston engine, Serial No. 32R-8229014.

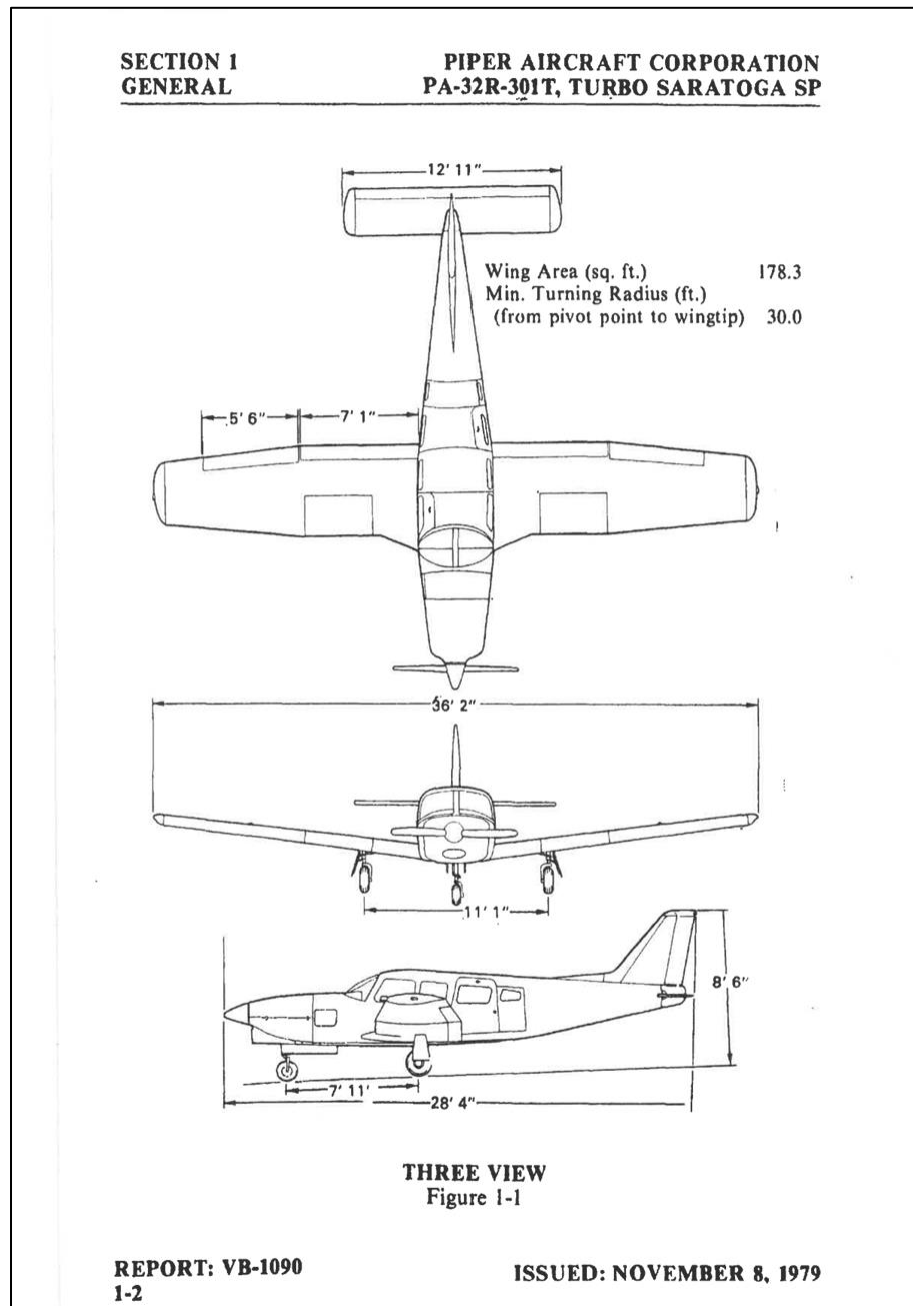


Fig. No. 6: *Airplane general dimensions*

Table C: SUMMARY OF THE AIRCRAFT'S DETAILS

AIRCRAFT DETAILS	
Manufacturer	Piper Aircraft Inc.
Type and model	Piper PA 32R-301T
Aircraft Serial Number	32R-8229014
Date of Manufacture	1982
Nationality / Registration Mark	5Y-BRJ
Name of Operator	Private
Name of Approved Maintenance Organization	Light Plane Maintenance Limited
Aircraft Certificate of Registration	24 January 2024
Original issuance of Certificate of Airworthiness (C of A)	22 December 2023 <i>(Granted on the strength of KCAA C of A No. 2054 dated 26 February 2021)</i>
Current Validity period of Cert Airworthiness	03 March 2026 to 02 March 2027
Category of Certificate of Airworthiness	General Aviation
Minimum required crew	01
Number of seats	06
Usable fuel (litres)	405
Airframe time since new (hours)	5,027.9
Time since renewal of C of A (hours)	50.3
Engine manufacturer	Textron Lycoming
Engine type (No.)	Lycoming T10-540-S1AD (1No.)
Engine Serial number	L-11092-61A
Engine date of manufacture	2008
Engine time since new	3,367
Total engine hours since complete overhaul	300.9
Propeller manufacturer	Hartzell Propellers Inc.
Propeller date of manufacture	06 October 2023
Propeller type, No.	HC-E3YR-1RF/F7673DR
Propeller Serial Number	FM2936B
No. of blades	3
Propeller Time Run Since New	300.9
Fuel type used	AVGAS
Fuel capacity on landing at Coulson Airstrip	Approx. 211 litres

1.6.2. Aircraft Maintenance

A review of the aircraft records provided by the Approved Maintenance Organization (AMO) indicated that the most recent 100-hour maintenance check was conducted on 02 October 2025 by Light Plane Maintenance Limited, an AMO based in Naivasha, Nakuru County, contracted by the operator. Following the inspection, a Class 1 Certificate of Release to Service was issued. The AMO holds a valid certificate (No. K/AMO/L/051) issued by KCAA on 17 November 2025, with an expiry date of 16 November 2026.

Documents provided by the AMO showed that the aircraft had no known defects prior to or during the flight.

1.6.3 Mass and Balance

Not considered a factor.

1.7 METEOROLOGICAL INFORMATION

The Aerodrome Routine Meteorological Report (METAR) issued by the Kenya Meteorological Department for Nakuru Lanet (HKNK) airport indicated that on 19 April 2026, the following weather conditions were recorded:

- 1) METAR HKNK 191100Z 00000KT 9999 FEW027CB BKN028 22/15 RERA=
- 2) METAR HKNK 191200Z 00000KT 9999 SCT029 24/14=

There is no METAR available for Coulson airstrip; however, aviation weather is accessible via HKNK. At 1100 (1400), HKNK reported calm winds and a prevailing visibility of 10 km or greater. Cloud cover consisted of a few cumulonimbus clouds at 2,700 feet above ground level and a broken ceiling at 2,800 feet above ground level. The ambient temperature was 22°C, the dew point was 15°C, and recent rain was noted.

At 1200 (1500), HKNK reported calm winds and prevailing visibility of 10 km or greater. Cloud cover consisted of scattered clouds (3 to 4 oktas) at 2,900 feet above ground level. The ambient temperature was 24°C, with a dew point of 14°C.

HKNK is located approximately 17 NM northwest of Coulson Airstrip. Additionally, the weather at HKNK and its vicinity was suitable for the flight.

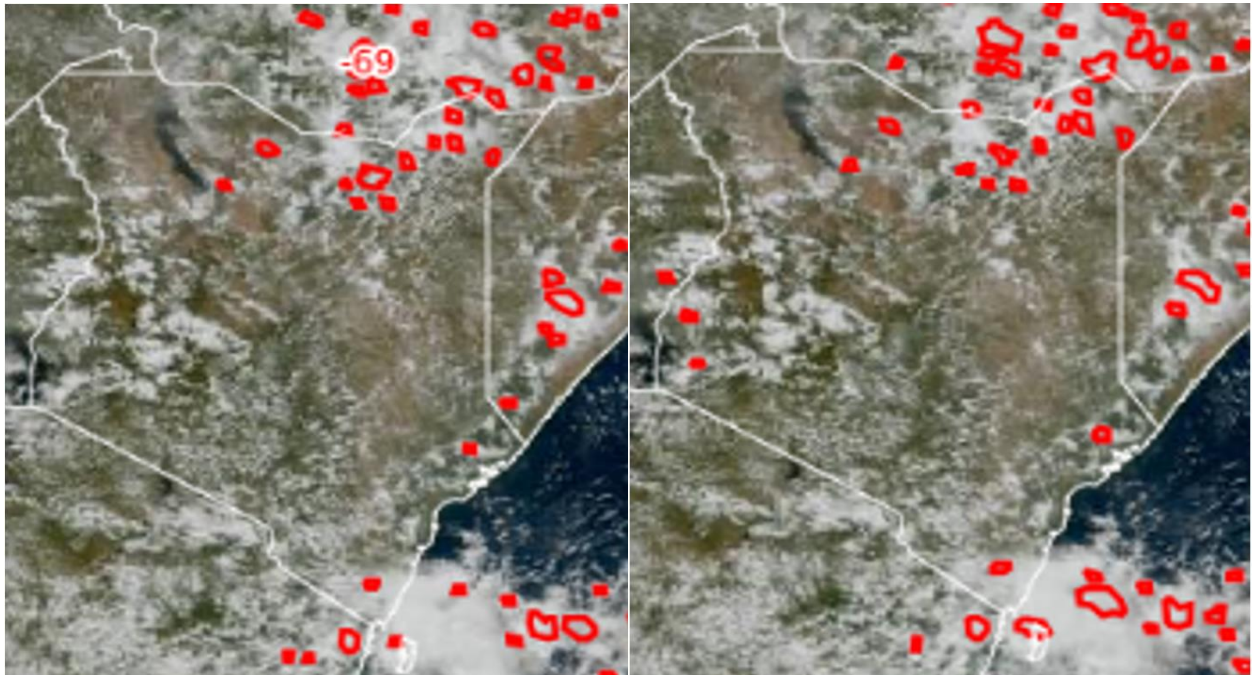


Fig. No. 7: Satellite images of the country taken on 19 April 2026 at 1100 (1400) and 1115 (1415). (Source: Kenya Meteorological Department).

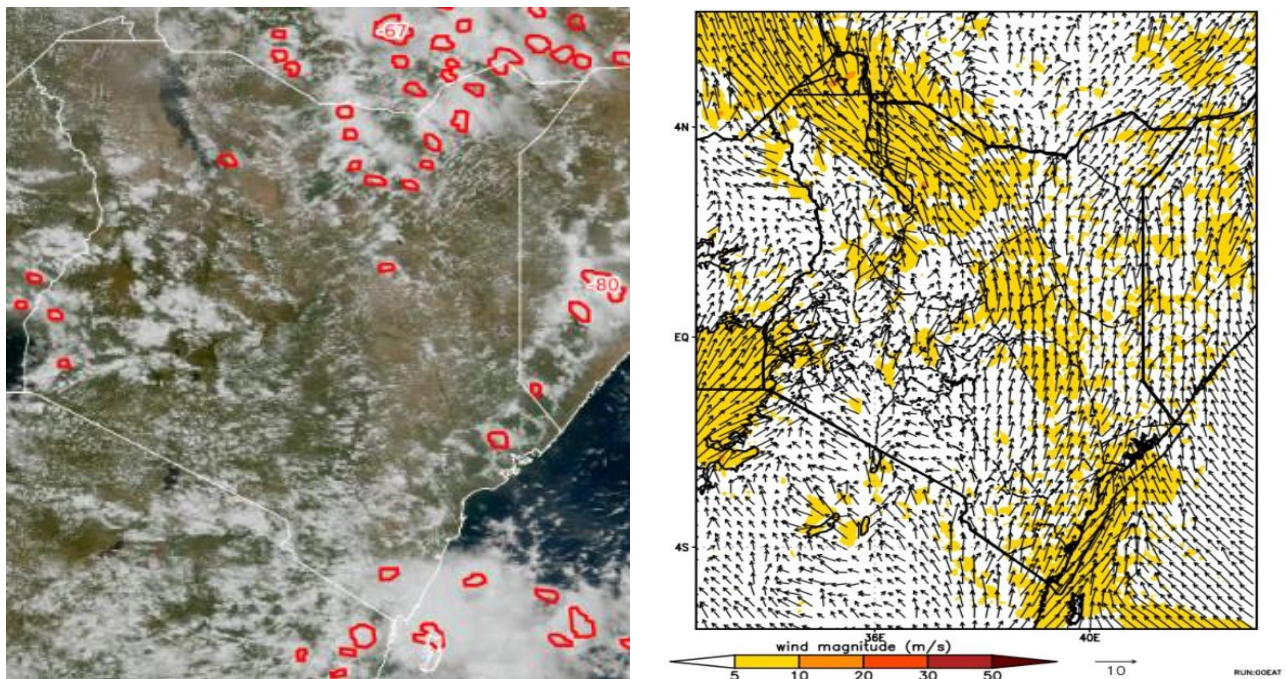


Fig. No. 8: Satellite images of the country taken on 19 April 2026 at 1130 (1430), and maximum surface wind forecast between April 0300 (0600) and 20 April 0300 (0600). (Source: Kenya Meteorological Department).

1.8 AIDS TO NAVIGATION

Not applicable.

There are no navigational aids available at the departure and arrival aerodromes. Operations are conducted under VFR.

1.9 COMMUNICATIONS

The aircraft was equipped with a two-way Very High Frequency (VHF) radio. Communications were not a contributing factor to the serious incident.

1.10 AERODROME INFORMATION

1.10.1 General Aerodrome Information – Coulson Airstrip

Coulson Airstrip is located in Gilgil, Nakuru County, Kenya. It is a private airstrip with geographic coordinates $0^{\circ} 30' 14''$ S, $36^{\circ} 21' 25.85''$ E, located at 2,001 m (6,565 ft) above mean sea level. The airstrip has a single grass runway, designated Runway 16/34, measuring approximately 1,000 m (3,280 ft) by 25 m (82 ft) with a downhill slope towards the threshold of runway 16. There are several small humps along the runway's length.

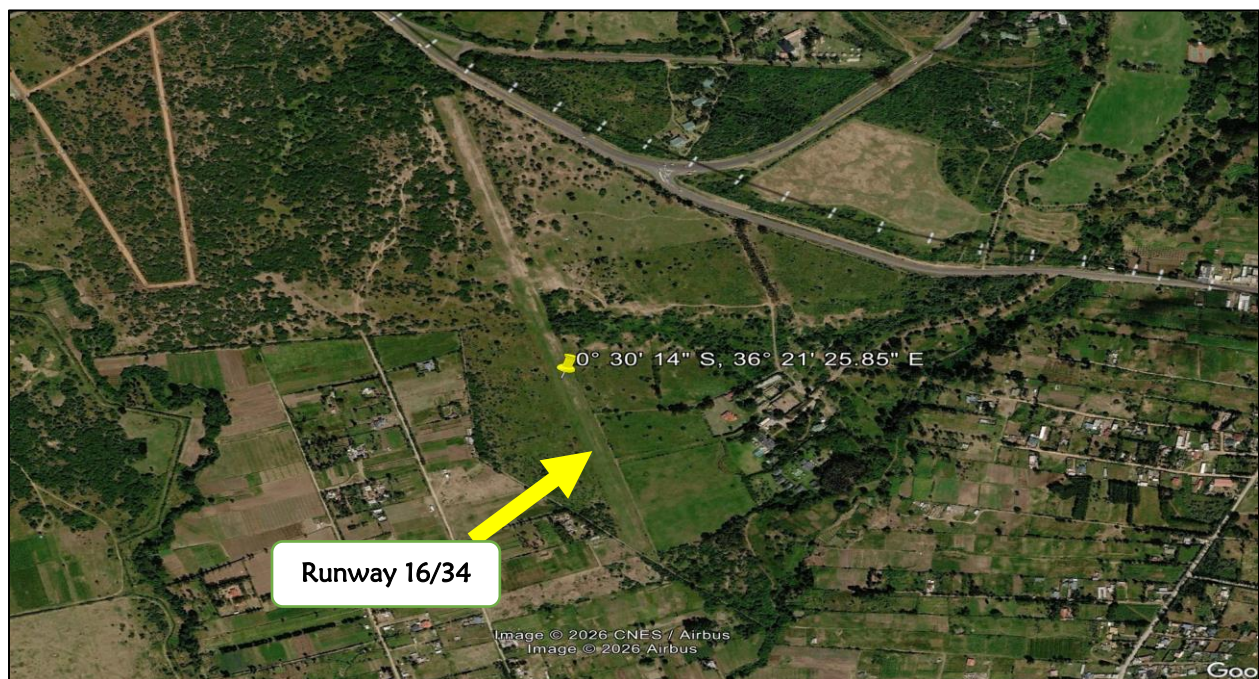


Fig. No. 9: An aerial view of RWY 16/34 (Source: Google Earth with AAID annotation).

1.11 FLIGHT RECORDERS

The aircraft was not equipped with a flight data recorder or a cockpit voice recorder. Neither recorder was required by the relevant KCAA regulations.

1.12 WRECKAGE AND IMPACT INFORMATION

Upon impact, the nose gear down-lock fractured, causing the nose landing gear assembly to collapse. The aircraft slid and came to rest on the left side of the runway, 350 meters from the threshold. The airframe remained structurally intact, with damage limited to propeller blade torsion and lower engine cowling abrasion.



Fig. No. 10: *Side view of nose gear damage and lower engine cowling skin delamination.*



Fig. No. 11: *The damaged propeller.*

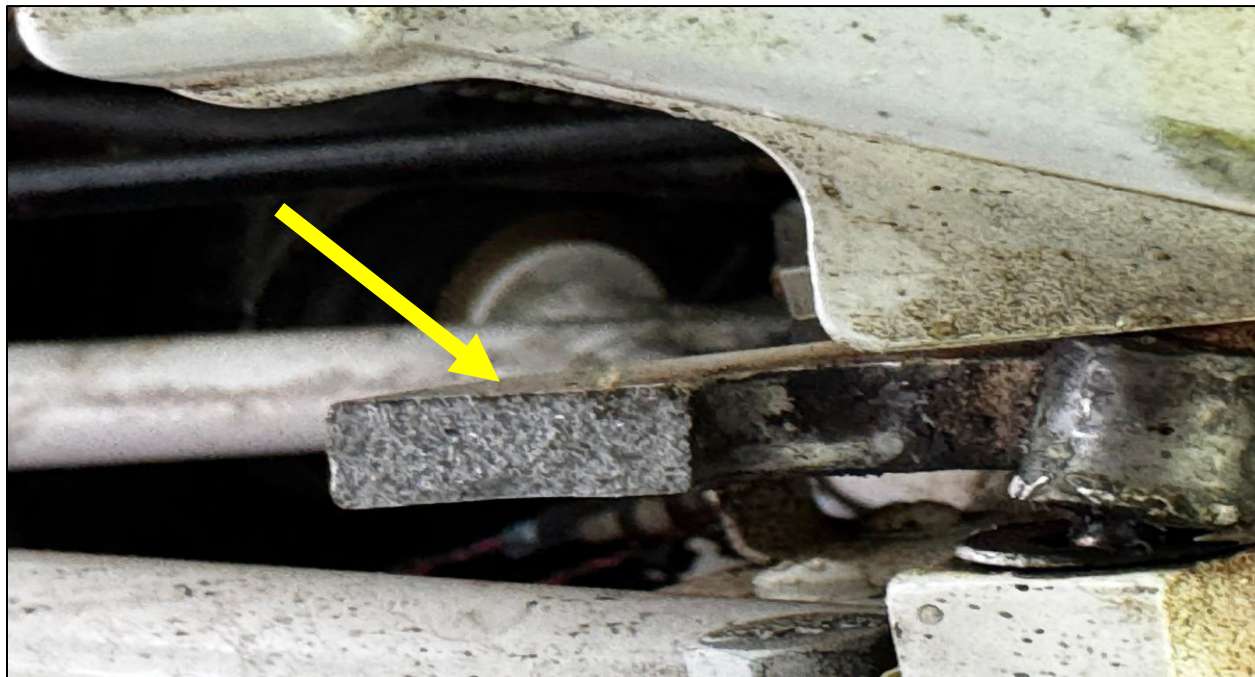


Fig. No. 12: *A view of the nose gear down-lock fracture*



Fig. No. 13: *Close-up view of the nose gear down-lock fracture.*

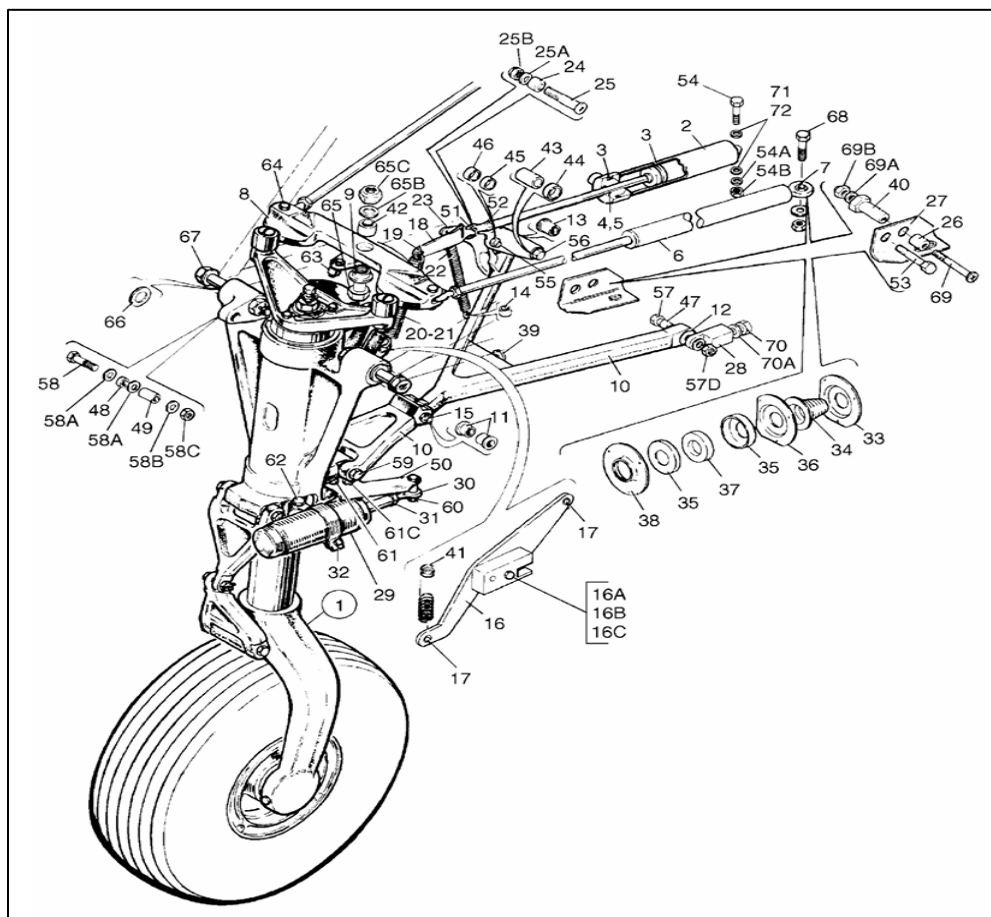


Fig. No. 14: *Nose gear installation (Source: The New Piper Aircraft, Inc.: PA-32R-301/301T Saratoga Airplane Parts Catalog).*

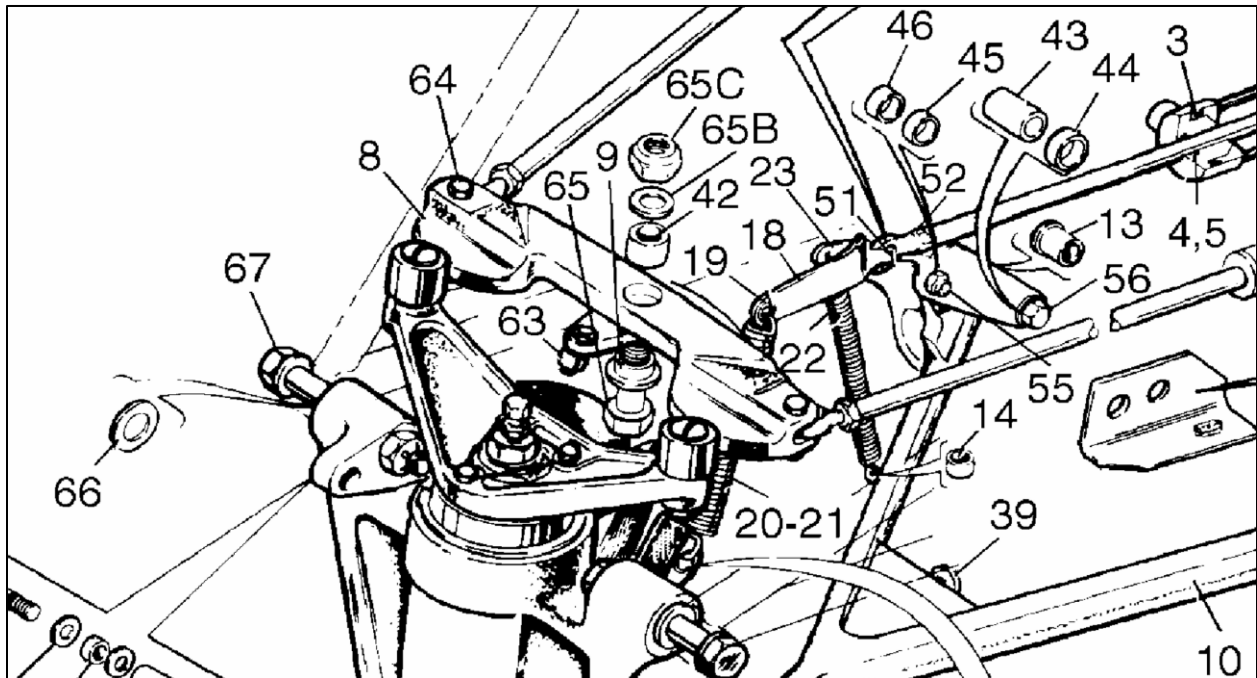


Fig. No. 15: *Nose gear down-lock, close-up view*

1.13 MEDICAL AND PATHOLOGICAL INFORMATION

The pilot was not taking prescribed medication. No toxicological or physiological tests were conducted to determine whether the pilot's performance was affected by fatigue, alcohol, drugs, or medication at the time of the serious incident.

1.14 FIRE

There was no evidence of an in-flight or post-impact fire.

1.15 SURVIVAL ASPECTS

The serious incident was survivable. The two on board escaped unhurt and exited the aircraft unaided. An inspection of the aircraft interior revealed that all seatbelts and shoulder harnesses remained intact.

The Emergency Locator Transmitter (ELT) activated.

1.16 TESTS AND RESEARCH

Not applicable.

1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION

Not applicable.

1.18 ADDITIONAL INFORMATION

Not applicable.

1.19 USEFUL AND EFFECTIVE INVESTIGATIVE TECHNIQUES

Not applicable.

2.0 SUMMARY

The ongoing investigation will analyze all documented information to establish the findings, conclusions, probable causes, or contributing factors, and to issue any necessary safety recommendations to prevent future accidents

Ag. Chief Investigator of Aircraft Accidents – KENYA