



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

AIRCRAFT ACCIDENT INVESTIGATION DEPARTMENT

INVESTIGATION REPORT No. 02/06/2026

**PRELIMINARY INVESTIGATION REPORT OF A RUNWAY EXCURSION
INVOLVING A CESSNA 172 REGISTRATION 5Y-BXQ ON 09 JUNE 2026
AT WILSON AIRPORT, NAIROBI 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	:	Ninety Nines Flying School
AIRCRAFT TYPE	:	Cessna 172K
MANUFACTURER	:	Textron Aviation Inc.
YEAR OF MANUFACTURE	:	1969
AIRCRAFT REGISTRATION	:	5Y-BXQ
AIRCRAFT SERIAL NUMBER	:	172-58317
DATE OF REGISTRATION	:	19 January 2010
NUMBER AND TYPE OF ENGINE	:	One, Lycoming
DATE OF OCCURRENCE	:	09 June 2026
LAST POINT OF DEPARTURE	:	Wilson Airport, Nairobi County
POINT OF INTENDED LANDING	:	Wilson Airport, Nairobi County
TIME OF OCCURRENCE	:	1200 (1500)
LOCATION OF OCCURRENCE	:	Wilson Airport, Nairobi County
TYPE OF FLIGHT	:	Training
NUMBER OF PERSONS ON BOARD	:	02
INJURIES	:	Minor
NATURE OF DAMAGE	:	Substantial
CLASS OF OCCURRENCE	:	Serious Incident
PILOT IN COMMAND (PIC)	:	CPL holder
PIC FLYING EXPERIENCE	:	836.8 hours
STUDENT PILOT	:	PPL holder
PM FLYING EXPERIENCE	:	130.9 hours

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

INVESTIGATION PROCESS

The serious incident involving a Cessna 172 aircraft, registration 5Y-BXQ, was reported to the Aircraft Accident Investigation Department (AAID), State Department for Aviation and Aerospace Development (SDAAD), Ministry of Roads and Transport, via a phone call from the operator.

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 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
2. 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 color, brightness, contrast, or addition of text boxes, arrows, or lines.*

LIST OF ABBREVIATIONS/GLOSSARY OF TERMS

AAID	-	Aircraft Accident Investigation Department
AMO	-	Approved Maintenance Organization
ATO	-	Approved Training Organization
CPL	-	Commercial Pilots' License
ft	-	feet
HKNW	-	Wilson Airport
ICAO	-	International Civil Aviation Organization
KCAA	-	Kenya Civil Aviation Authority
M	-	Meters
PIC	-	Pilot in Command
PPL	-	Private Pilots' License
RWY	-	Runway
VFR	-	Visual Flight Rules
VHF	-	Very High Frequency
VMC	-	Visual Meteorological Conditions

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SYNOPSIS

On 9 June 2026, at approximately 1500 (1800), a serious incident involving a Cessna 172K aircraft, registration 5Y-BXQ, operated by Ninety Nines Flying School, occurred at Wilson Airport, Nairobi County. Onboard were a Flight Instructor and a Student Pilot.

The aircraft had departed from Wilson Airport (HKNW) on a training flight. Upon completion of the exercise, the aircraft experienced a brake failure during the landing roll at Wilson Airport. Consequently, the aircraft veered off the runway and entered a ditch, causing the nose landing gear to collapse.

Both occupants evacuated the aircraft unassisted and without injuries. However, the aircraft sustained substantial damage.

At the time of the incident, Visual Meteorological Conditions (VMC) prevailed, with varying wind conditions.

The investigation to determine the probable cause(s) of the incident is ongoing.

1.0 FACTUAL INFORMATION

1.1 THE HISTORY OF THE FLIGHT

In June 2026, at approximately 1500 (1800), a serious incident involving a Cessna 172K aircraft, registration 5Y-BXQ, operated by Ninety Nines Flying School, occurred at Wilson Airport, Nairobi County. Onboard were a Flight Instructor and a Student Pilot.

The aircraft had departed from Wilson Airport (HKNW) on a training flight. Upon completion of the training exercise, the aircraft returned to Wilson Airport and made a normal touchdown. During the subsequent landing roll, however, the aircraft experienced a brake failure. According to the Flight Instructor, the aircraft's brakes exhibited a spongy feel during the landing roll, indicating a noticeable reduction in braking effectiveness. Recognizing the abnormal brake response, he immediately assumed control of the aircraft from the Student Pilot. Upon applying the brakes, he established that the left brake was completely unresponsive, while the right brake also demonstrated diminished braking performance due to its spongy condition.

The Flight Instructor attempted to maintain directional control of the aircraft by using rudder inputs in conjunction with the limited braking available from the right brake. However, the degraded braking capability significantly reduced his ability to control the aircraft's direction during the landing roll. As a result, the aircraft deviated from the runway centerline, veered off the runway, and entered a drainage ditch adjacent to the runway.

The impact with the ditch caused the nose landing gear to collapse, bringing the aircraft to a stop. The occurrence resulted in substantial damage to the nose landing gear and any associated airframe components affected by the runway excursion.

Both occupants evacuated the aircraft unassisted and were unharmed. However, the aircraft sustained substantial damage.

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 sustained substantial damage. Post-crash visual examination of the aircraft revealed no structural defects prior to the incident.

1.4 OTHER DAMAGE

Not applicable.

1.5 PERSONNEL INFORMATION

1.5.1 The Flight Instructor

Documents availed by the Ninety-Nines Flying School indicated that at the time of the incident, the 29-year-old male Flight Instructor (FI) held a Commercial Pilot's License (CPL) issued by the Kenya Civil Aviation Authority (KCAA) on 25 March 2021, currently valid until 18 March 2027. The FI had an instructor rating on Cessna 172. The pilot also held a class one medical certificate without limitations/restrictions, last issued on 19 March 2026 and valid to 18 March 2027 in accordance with the KCAA personnel licensing requirements.

At the time of the incident, the pilot had flown a total of 836.8 flying hours.

Table B. SUMMARY OF THE FLIGHT INSTRUCTOR'S RELEVANT INFORMATION

Pilot license	CPL
Medical expiry date	18 March 2027
Total flying hours	836.8
Hours, last 90 days	125.3
Hours, last 30 days	62.7
Hours, last 07 days	13.0
Hours, last 24 hours	5.6
Hours on type (Cessna 172K)	836.8

1.5.2 The Student Pilot

Documents availed by the Ninety-Nines Flying School indicated that at the time of the incident, the 22-year-old male Student pilot held a Private Pilot's License (PPL) issued by the Kenya Civil Aviation Authority (KCAA) on 22 July 2025, currently valid until 11 July 2027. The pilot also held a valid Class 2 Medical Certificate issued on 12 July 2025 and valid until 11 July 2027, in accordance with the KCAA personnel licensing requirements. The certificate included a recommendation requiring the pilot to wear corrective lenses while exercising the privileges of the license. At the time of the incident, the pilot had flown a total of 130.9 flying hours.

Table C. SUMMARY OF THE STUDENT PILOT'S RELEVANT INFORMATION

Pilot license	PPL
Medical expiry date	11 July 2027
Total flying hours	130.9
Hours, last 90 days	7.8
Hours, last 30 days	7.8
Hours, last 07 days	0.8
Hours, last 24 hours	0.8
Hours on type (Cessna 172K)	130.9

1.6 AIRCRAFT INFORMATION

1.6.1. General

The occurrence aircraft was a Cessna 172 K aircraft, serial number 172-58317. It is a high-wing, single-engine aircraft, with a steerable nose wheel and tricycle landing gear configuration. It was powered by a Lycoming O-320-E2D, four-cylinder, horizontally opposed, reciprocating engine.

Table D. SUMMARY OF THE AIRCRAFT'S RELEVANT INFORMATION

Manufacturer	Textron Aviation Inc.
Type and model	Cessna 172 K
Aircraft Serial number	172-58317
Nationality / Registration Mark	Kenyan, 5Y-BXQ
Name of Operator	Ninety Nines Flying School
Certificate of Registration	19 January 2010
Validity of Certificate of Airworthiness	17 March 2027
Total airframe time since new	12032.1 hours
Engine type (no.)	Lycoming O-320-E2D (1No.)
Engine Serial number	L-33541-27A
Total engine hours since complete overhaul	419.6 hours
Propeller (no.)	Mc Cauley (1No.)
Fuel type used	AVGAS

1.6.2. Maintenance Records

At the time of the occurrence, the aircraft held a valid Certificate of Airworthiness in the Commercial Air Transport (Passengers) Category, issued by the Kenya Civil Aviation Authority (KCAA) on 06 March 2025 and currently valid until 17 March 2027.

A review of the aircraft's maintenance records established that there were no outstanding defects or deferred maintenance items prior to the occurrence of the flight.

The aircraft had been certified, equipped, and maintained in accordance with the applicable KCAA regulations, the manufacturer's approved maintenance programme, and approved maintenance procedures.

The most recent scheduled maintenance comprised a 75-hour inspection, an inspection of the seat track rail mechanism, and engine ground run tests. These maintenance activities were carried out by Solid Horizon Limited, a KCAA-approved Approved Maintenance Organization (AMO) based at Wilson Airport, Nairobi County. The maintenance records indicated that all required inspections and tests were completed satisfactorily, and no anomalies were recorded.

1.6.3. Mass and Balance

Not considered a factor.

1.7 METEOROLOGICAL INFORMATION

The weather was not considered a factor in this occurrence.

1.8 AIDS TO NAVIGATION

Not applicable.

1.9 COMMUNICATIONS

The aircraft was equipped with a two-way Very High Frequency (“VHF”) radio.

Communication was not considered a factor in this occurrence.

1.10 AERODROME INFORMATION

1.10.1 General Aerodrome Information – HKNW

HKNW is located at latitude 01° 19' 18.19” S and longitude 036° 48' 53.40” E at an elevation of 5,546 ft above mean sea level (AMSL). It is a medium-sized airport situated about 5km south of the Nairobi Central Business District.

It serves both domestic and international traffic and has two runways with a bituminous surface:

- 1) RWY 07/25 measures 4,790 ft (1,460m) long by 78.74 ft (24m) wide;
- 2) RWY 14/32 measures 5,098.42 ft (1,554m) long by 75.45 ft (23m) wide.

RWY 07/25 is currently closed for renovations, and only RWY 14/32 is operational; hence used for both take-offs and landings at Wilson Airport.



Fig. 1: Photo showing Wilson Airport (Source: Google Earth)

1.11 FLIGHT RECORDERS

Not applicable. Flight recorders are not required by KCAA regulations for this category of aircraft.

1.12 WRECKAGE AND IMPACT INFORMATION

Following the brake failure, the aircraft veered off the runway and entered a ditch, causing the nose landing gear to collapse. The nose landing gear assembly sustained damage, including the breakage of the clamps and steering tubes. The propeller was also damaged after contacting the ground while rotating, following the collapse of the nose landing gear.

The damage has been captured in the photos below.



Fig. 2: *Photo showing 5Y-BXQ after the serious incident*



Fig. 3: *Photo showing 5Y-BXQ damaged propeller blades*



Fig. 4: *Photo showing 5Y-BXQ damaged struts and steering tubes*

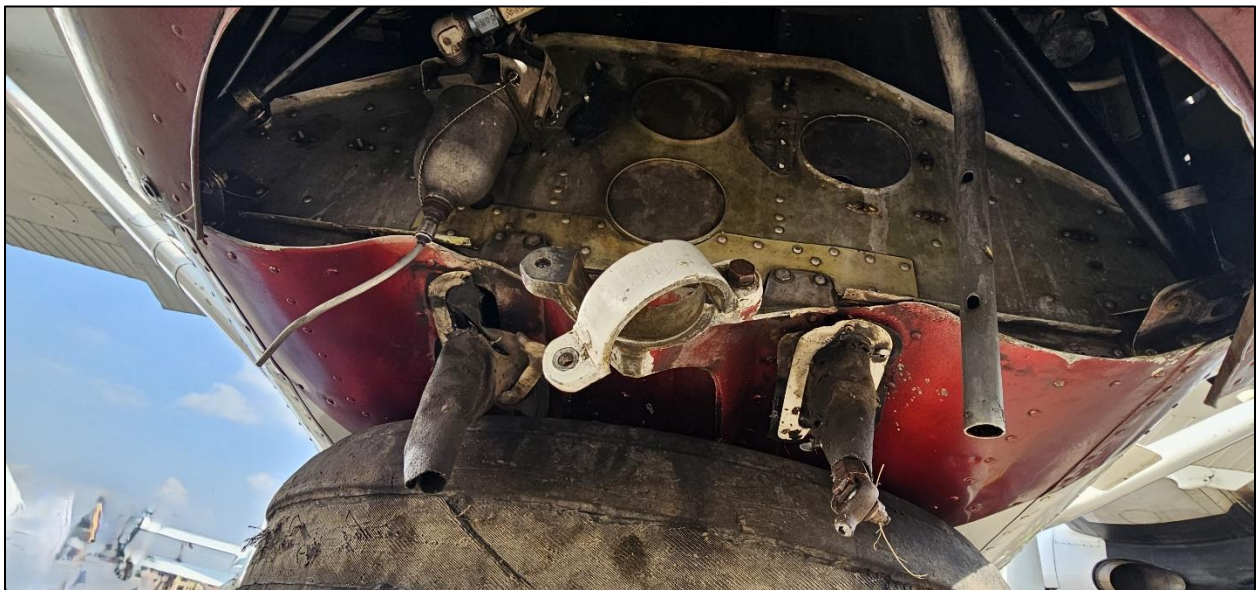


Fig. 5: *Photo showing 5Y-BXQ damaged nose gear assembly*



Fig. 6: *Photo showing 5Y-BXQ damaged nose gear*

1.13 MEDICAL AND PATHOLOGICAL INFORMATION

The pilot was not on prescribed drugs. No tests were conducted to check if his performance was affected by fatigue, alcohol, drugs and/or medication at the time of the incident.

1.14 FIRE

There was no inflight or post-impact fire. Fuel was leaking from both fuel tanks, and there was a presence of an oil leak from the engine.

1.15 SURVIVAL ASPECTS

The incident was survivable. The two occupants exited the aircraft unaided.

1.16 TESTS AND RESEARCH

Not applicable.

1.17 ORGANIZATIONAL AND MANAGEMENT INFORMATION

1.17 Ninety-Nines Flying School

Aircraft Owner/Operator : Ninety Nines Flying School

Address : Nairobi, Kenya

AMO : Solid Horizon Limited

Address : Nairobi, Kenya

Ninety Nines Flying School holds a Kenya Civil Aviation Authority (KCAA) Approved Training Organization (ATO) Certificate, which was last issued on 30 October 2025 and is valid until 31 October 2026. The ATO operates from Wilson Airstrip in Nairobi County and provides fixed-wing flight training.

The maintenance of aircraft 5Y-BXQ, operated by Ninety Nines Flying School, is undertaken by Solid Horizon Limited. The company holds a KCAA Approved Maintenance Organization (AMO) Certificate, which was last issued on 9 January 2026 and is valid until 8 January 2027.

1.18 ADDITIONAL INFORMATION

Not applicable.

1.19 USEFUL AND EFFECTIVE INVESTIGATIVE TECHNIQUES

Not applicable.

2.0 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 the purpose of accident prevention.

Ag. Chief Investigator of Aircraft Accidents – KENYA