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NAIROBI

AIR ACCIDENT INVESTIGATION

Factual Accident Report on

NYNJA MICROLIGHT

Registration F-JSCZ

KAURO AIRSTRIP, SAMBURU

N 1° 03' 53.65" E 37° 43' 20.17"

14 MARCH 2016

This investigation was carried out in accordance with Annex 13 to the Convention on International Civil Aviation; it is not the purpose of aircraft accident investigation to apportion blame or liability. The sole objective of the investigation and the Final Report is the prevention of accidents and incidents.

CIVIL AIRCRAFT ACCIDENT REPORT

MOT&I/AAID/GEN/05

OPERATOR: OBJECTIF TERRE
OWNER: THIERRY BARBIER

AIRCRAFT: NYNJA MICROLIGHT

REGISTRATION: F-JSCZ

LOCATION: KAURO AIRSTRIP, SAMBURU
N 1° 03' 53.65" E 37° 43' 20.17"

DATE: 14 MARCH 2016

TIME: 0900 HOURS

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

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TERMS AND ABBREVIATIONS

AAID - Air Accident Investigation department

AIS – Aeronautical Information Services

AME – Aviation Medical Examiner

AMO – Approved Maintenance Organisation

Amsl – above mean sea level

ACC – Area Control Centre

ASI – Attitude Station Indicator

VSI – Vertical speed Indicator

CAVOK – Clouds cover and visibility OK

CEO – Chief Executive Officer

CoA – Certificate of Airworthiness

CoR – Certificate of Registration

CPL – Commercial Pilot Licence

CRS – Certificate of Release to Service

EA – East Africa (n)

FIC- Flight Information Centre/ control

FI – Flight Instructor

FIR – Flight Instructor Rating

FL – Flight Level

Ft – feet

GFT – General Flight Test

Hr(s) – Hour(s)

Hz – Hertz

IMC – Instrument Meteorological Conditions

KAA – Kenya Airports Authority

KCAA – Kenya Civil Aviation Authority

Kts – knots

LH – Left Hand

Ltd – Limited

Min – Minutes

N/A - Not applicable

NOTAM – Notice to Airman

Ops – Operations

PPL – Private/Professional Pilot Licence

RH – Right Hand

RMI – Radial Magnetic Indicator

RT – Radio Transmission

RWY – Runway

SAR – Search and Rescue

SEL – Single Engine Land

UTC – Coordinated Universal Time

VHF – Very High Frequency

VFR – Visual Flight Rules

VMC - Visual Meteorological Conditions

WAP - Wilson Airport

SYNOPSIS

The micro light two seater aircraft had arrived in Kenya in November 2015. The pilot and a professional photographer had flown the aircraft from France through several countries. The pilot had over 3000 flying hours on the aircraft. The pilot was offering voluntary service to various wildlife conservancies/sanctuaries to monitor endangered wildlife species movement. While offering the services he intended to make a documentary of himself for future use. He therefore engaged a professional photographer who accompanied him from France.

The team of pilot and partner was at Shompole Conservancy in Magadi, Kajiado County from 5 to 9 March 2016. They relocated to Sera Conservancy in Samburu County on 11 March 2016. He was to be at Sera between 11 and 13 March 2016 and return to Nairobi on 14 March 2014.

On 14 March 2016 the pilot flew the first sortie at 0600 and returned to base after 30 minutes. The second flight of that morning was to fly back to Nairobi having accomplished his mission according to schedule. He and passenger, a professional photographer who had been with him all through took off at 0730 hours for Nairobi. The pilot made a normal takeoff climb on runway 09 at Kauro airstrip with a left turn. During the execution of the left turn the aircraft suddenly came down and crashed 100 meters from the end of the airstrip. The aircraft was destroyed in the crash. The crash claimed two fatalities of the pilot and the photographer.

1. FACTUAL INFORMATION

1.1 History of Flight

The day's schedule was to make a local flight with a game warder and then leave Samburu County for Nairobi. The pilot made his preflight and added fuel to the aircraft. The fuel was supplied by the tour manager from 20 liter containers. This method of refueling was normal for the last two weeks when they were in the country. The first flight with the ranger took thirty minutes from 0600 and there was nothing to report about the flight. The pilot landed to embark his passenger/photographer to proceed to Nairobi.

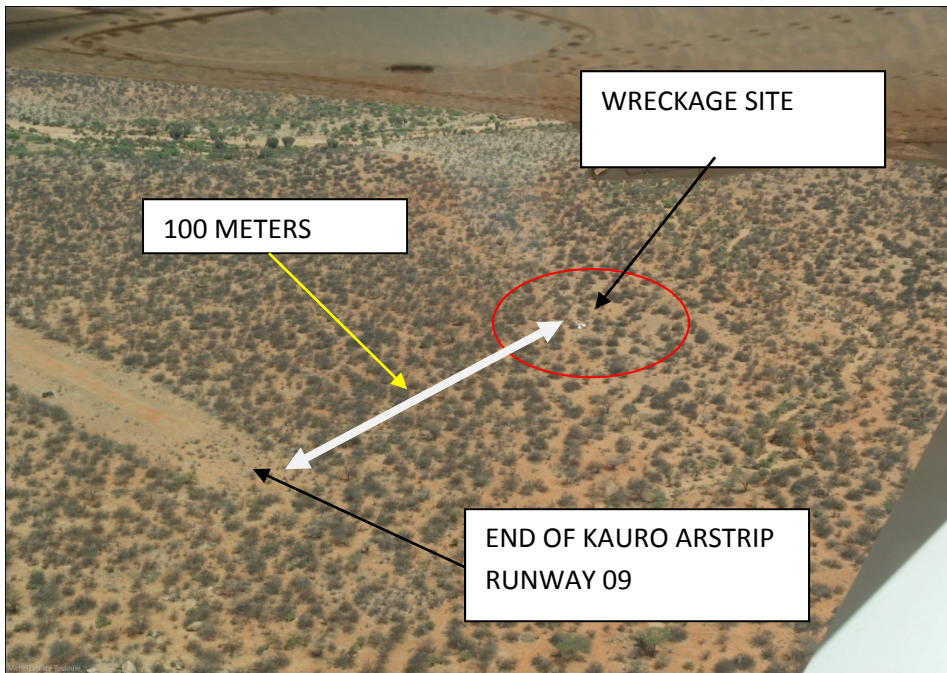
The pilot loaded his flight equipment and gear while the photographer loaded his cameras and accessories onto the aircraft. The tour guide and his support team were on the ground with the support team dismantling the camp tentage the team had used for accommodation in the last five days. Other personal luggage and effects were loaded on to the tour guide's vehicles.

At 0800 the pilot made a normal take off on runway 09 heading. As he turned crosswind for a left hand circuit the aircraft crashed 100meters from the airstrip in a scattered bush. The micro light crashed in a nose low attitude and both occupants were fatally injured. The aircraft was destroyed

Fig 1: Take Off Runway 09 (700 meters long)



FIG 2: AERIAL VIEW OF WRECKAGE SITE



1.2 Injuries to persons

Table I: Personnel Injuries/fatality

Injuries	Crew	Passengers	Others
Fatal	1	1	-
Serious		-	-
None	-	-	

1.3 Damage to Aircraft

The aircraft was destroyed on impacting the ground in a nose down attitude, with only one impact mark. The cockpit and the engine were mangled. The fuselage was extensively damaged and was crumpled together with the cockpit and the engine.. The impact broke the gear train connecting the engine and the propellers. The aircraft plummeted into the air and made a 180° turn before settling on the ground facing the direction it had come from.

The propellers remained intact and attached to the hub, with no signs of twisted cord.

Fig 2: Propeller Blades showing normal condition



Fig 3: Damaged Wreckage



1.4 Other damage

There was no third party damage occasioned by the accident.

1.5 Personnel Information

1.5.1 The Pilot

The pilot was a French National who held Ultra-Light Aircraft licence issued by Director General of France Civil Aviation (DGCA) in 1998. He had over 3000 flying hours in micro light aircraft. He owned the aircraft and has used it to fly to several continents. His French licence indicates that he was instrument rated and an instructor in micro light.

The pilot and his photographer companion flew the microlight from France on 12 September 2015. He went through, Italy, Algeria, Niger, Chad, South Sudan, Uganda finally entering Kenya through Kisumu on 8th November 2015. On 10 November he arrived at Orly Air Park in Kajiado County a five minute flight from Wilson Airport (WAP).

The pilot flew to Kenya with a professional photographer to make a self-documentary. While making the documentary he was offering voluntary service to various wildlife conservancies/sanctuaries to monitor movement of endangered wildlife species. While in Kenya he engaged African Latitude to administer his stay in the country. African Latitude is a locally registered tour and film agent in Kenya.

From 5th to 9th March 2016 the pilot was at Shampole Conservancy in Kajiado County. He flew with the photographer and planned to be at Sera Conservancy in Samburu County from 11th to 14th March 2016 for three nights..

Table II: Pilot’s Details

Date of Birth/Age	26/11/1960 – 56 years
Sex	Male
Nationality	French
Type of License	Light Sport
Validity of license	Licence and instructor rating valid till 30 September 2017
Flying experience	Total flight time as at 8/12/2015 –3107 hours Last 90 days– Not determined Last 30 days – Not determined Last 7 days NIL hours

1.5.2 The Passenger

Not much information on the passenger is available. He was a professional photographer who had accompanied the pilot from France to Nairobi through several countries as explained in the pilot’s narrative. He was not a pilot.

1.6 Aircraft Information

1.6.1 Aircraft General

The microlight aircraft is a French registered Sky Ranger Nynja 912S (1) with registration Marks F-JSCZ. It is a conventional, two-seater, high-wing, and tractor monoplane. The manufacturer is Best Off of France.

Before flying to Kenya the microlight engine had been overhauled in France. The aircraft was not equipped with GPS or other conventional navigational equipment. The pilot used a portable GPS and an iPad to back up the mobile GPS. Both mobile GPS and the iPad were destroyed in the crash and no information was retrieved from them.

The aircraft was insured by SAAM Verspieren Group of France. The insurance policy No 99141574 was effective from 4th August 2015 to 3rd August 2016.

Other aircraft details are:

Manufacturer:	Best Off Company, France
Type:	Nynja 912 ULSFR (P)
Registration:	F-JSCZ
SN:	561 ID 95ABH
Year of manufacture:	2009
Number and Type of engine	1x ROTAX 912 ULSFR
Number of propeller blades:	3
Certificate of Registration:	B 203SF02103L

1.6.2 Maintenance records

The Operations manual requires that “all maintenance actions should be recorded in the airframe and engine log book(s)”. The available logbook had entries from 3rd March 2016 to 8th March 2016. Earlier log books were not available. Other maintenance records were no available as well.

1.6.2.1 Aircraft maintenance

According to Nynja Operations manual paragraph 9.2.2 “The Owner is essentially the ‘maintenance manager’ and must assume responsibility for ensuring the maintenance actions are carried out as and when required in order that the aircraft may remain in an airworthy condition. As such the owner must be thoroughly familiar with this maintenance manual, and not hesitate to take advice from their local BMAA inspector, professional maintainer, and / or the aircraft importer on any points that are not immediately clear”. No evidence of aircraft maintenance was available to this investigation.

1.6.2.2 Aircraft performance

The records available do not indicate aircraft performance data for any period.

1.6.2.3 Aircraft instrumentation

The following instruments are fitted to the aircraft as part of Statomaster Voyager EFIS:

- a) Altimeter, ft, 0-99,999
- b) ASI, 0-160
- c) VSI, fpm, +2000
- d) RPM, 0 – 7,000
- e) Oil Pressure, bar, 3-8
- f) Oil Temperature °C 50-130
- g) Coolant Temp, °C 40-115
- h) CHT x2, °C 50-135
- i) Compass magnetic
- j) Slip indicator

1.6.2.4 Aircraft systems

Aircraft maintenance records were not available to determine the status of aircraft systems.

1.6.3 Mass and Balance

The Nynja Operations manual states that “So long as it is kept within the placarded operating limits, and nonapproved modifications have been made since construction(including the alteration of ballast), the Nynja can be flown with anypermitted fuel, pilot and passenger weights without falling outside ofits permitted CG limits”. The evidence available indicates that the loading on the microlight was within this requirement.

The weight limitations for the microlight are;

Max Takeoff weight	- 450kg
Minimum Cockpit Weight	- 55 kg
Maximum Cockpit Weight	- 120 kg

1.7 Meteorological Information

The pilot did not receive met updates from a known weather station when he was out in the field. He relied on local area weather observation and satellite information which he received through the iPad.

The tour operator who is also a Kenyan PPL holder for micro light reported that the weather in the morning of 14th March 2016 at Kauro airstrip was sunny and clear with a visibility of over ten kilometers (CAVOK). The wind was calm. There was no significant weather to consider in the accident.

1.8 Aids to Navigation

The aircraft had the basic navigational instruments of magnetic compass, RMI and NDB.

There were no aids to navigation in the surrounding neighbourhood of Kauro airstrip.

1.9 Communications

The aircraft had the basic communication equipment of VHF radio. She could communicate to a tower within zone boundary. During the time the pilot operated at Sera Conservancy there was no communication between the aircraft and any controlling agency. The pilot was to make a through flight plan after attaining enough altitude to communicate with the nearest controlling agency which at this time was Nanyuki military tower. The aircraft crashed before the pilot established communication.

1.10 Aerodrome Information

Kauro Airstrip is located in the Samburu County on coordinates N 1° 03' 53.65" E 37° 43' 20.17". The runway orientation is 09/27. It is 700 meters long with compacted gravel. The first 600 meters on runway 09 heading have an upward gradient and the last 100 meters have a downward gradient. It is 15 meters wide.

There are no navigation aid facilities on the airstrip. It is not manned. A game ranger's office block is located 200 meters about one third way to the right of runway 09. The airstrip is in a scattered thorn bush surrounding with a dry lager 300 meters away meandering from East to West.

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 Civil Aviation Regulations.

1.12 Wreckage and Impact Information

The aircraft was on a takeoff phase of flight. The pilot turned upwind for a left hand circuit exit. Immediately after turning upwind at about 100 feet above ground level the aircraft crashed into the thorny bush at the end of runway 09.

The aircraft impacted the ground nose down with the spinner. She made a one foot mark on some shrub base. She plummeted into the air and crashed down again with the nose low facing the direction it had come from. There was no debris

dispersion and the mangled wreck remained in one position. The first impact made the struts of the fuselage attachments to disintegrate.

One of the blades was bent inwards after the impact with the ground. It did not indicate factors of a rotating blade. The other two blades were intact and appeared to be in a normal state. The gearbox separated from the engine block due to impact.

The amount of bush that was disturbed by the crash was very minimal. The few pieces of glass and broken fuselage were within the aircraft span area. The control linkages were in position with a few having been broken after the impact.

Fig. 4: Right Aileron Linkages in Place



Figure 5: Left Aileron Linkage



1.13 Medical and Pathological Information

The pilot and the passenger were fatally injured at the impact. They were dead by the time the first rescue persons arrived at the site of the crash. They had their safety belts strapped to their bodies when the rescue team arrived.

The post mortem report that was performed one day after the fatal crash indicated that the pilot had marked abrasions and multiple fractures on several limbs. The lungs and liver were lacerated. The passenger had similar injuries that caused death due to force trauma..

1.14 Fire and Rescue

There was no pre or post crash fire. The lifeless occupants were removed from the wreckage by the tour agent, his team and the local KWS rangers who manned the

nearby controlling office. The bodies were then transported to Nairobi using a chartered aircraft from Nanyuki Civil aerodrome.

1.15 Survival Aspects

The accident occurred in a dry and bushy area with thorn bush vegetation. The ground was hard. The weather was hot and dry.

The impact was very severe. Both the pilot and passenger were strapped to the seats by use of safety belts. The impact force and destruction of the cockpit and fuselage resulted in the occupants receiving multiple injuries. Both lifeless bodies of the occupants were extricated from the wreckage by the local tour agent with the help of the local wildlife rangers.

1.16 Tests and Research

1.16.1 Results of Engine Examination

Basic functions of the engine were examined at the African Latitude Workshop with the help of Rotax Aircraft Engine Type expert. The results of the test were;

Compression

No 2 and 4 pistons moved with ease. The cylinders did not have scratches or signs of seizure. It was difficult to make a complete four cycle stroke due to two cylinders and their pistons that could not move freely. No 1 and 3 pistons were removed with difficulty. The oil return tubes were smashed.

The engine block surface over No 3 piston had a large non symmetrical hole. The crank shaft was not removed nor inspected. It was difficult to make a complete revolution of the crank shaft.

Fig 6: Surface of the Engine block showing a large hole



Ignition

The four spark plugs were removed and the electrodes indicated lean combustion.

Fuel system

The fuel pump was manually manipulated after dismantling. It functioned satisfactorily. The carburetor was manually examined and it functioned satisfactorily. The pair of floats responded to fuel input in the carburetor. The flannel responded to air pressure to open and close. The fuel nozzles/jets were injecting fuel satisfactorily.

1.17 Organizational and Management Information

1.17.1 African Latitude

The company premises are located at Karen in Nairobi. The Chief Executive Officer (CEO) of Africa Latitude is a French National with Kenyan naturalisation. He is a microlight pilot and owns a similar aircraft stationed at Orly airpark. He holds a Kenyan PPL Licence issued by KCAA.

This is a Kenyan registered private company. It was incorporated in 1987 to offer Walking safaris and professional photography. The company is registered with the Film Corporation of Kenya. The company was later registered as a tour agent that coordinates travel requirements including accommodation and travel for customers who may have made prior arrangements to visit Kenya through the company.

The company hosted the crew and offered logistical back up to the crew. The company provided accommodation and aircraft fuel for the microlight transported on camping vehicles in twenty liter containers

1.18 Additional Information

1.8.1 The pilot

The pilot had been to Kenya on several occasions in the past. This time around he intended to make his own documentary which he intended to use for further recognition with renowned organisations. The pilot and his team had accomplished their mission and were leaving Samburu on the fateful day to fly back to Orly Airpark in Kajiado near WAP.

1.19 Useful and Effective Investigative Techniques

The investigation was conducted in accordance with the Air Accident Investigation procedures, and in accordance with the standards and recommended practices of Annex 13 to the Chicago Convention.

2 ANALYSIS

2.1 General

The pilot had been to Shampole Conservancy in Kajiado Central County for four days before he went to Sera Conservancy in Samburu County. He made daily flights and there was no indication of any malfunction with the aircraft. In the morning of 14th March 2016 the pilot made a sortie with one of the game warders to offer air experience. He flew for 30 minutes and the flight was uneventful.

There is no evidence of the pilot having psychological or physiological problems. The accident occurred immediately after takeoff on the second flight to get back to Nairobi. The aircraft lost power instantly and plunged to the ground at the end of Kauro airstrip. Evidence available indicates the aircraft was 100 ftagl. The problem was abrupt and the pilot did not have time for corrective action.

The nature of occurrence is associated with aircraft stall, controls failure or engine loss of power. After examination of the engine it is possible that there was a piece of a rotating organ that broke loose within the engine block. The suspected foreign object punctured the engine block and forced a sudden ceasure of the crank shaft. There was no evidence of oil spillage in a pool at the scene. There was evidence however of oil splash on the engine at the scene.

2.2 Flight operations

The arrangement for the flight was as scheduled for both Shampole and Sera Conservancies. The arrival and departure in Kenya was in accordance to the Kenya's immigration clearance issued.

2.2.1 Crew qualifications

a) PILOT:

Evidence available indicates that the pilot had over 3000 flight hours in the microlight. He was also an instructor. The pilot had flown in the microlight to other continents under different weather and environmental conditions.

b). The Passenger

The passenger was a professional photographer who accompanied the pilot from France. The passenger was not involved in flight operations.

2.2.2 Operational procedures

There were no established operational procedures. The flights were private and the pilot needed to adhere to the local (Kenya's) rules of the air

2.2.3 Weather

There was no weather report available from a weather station. The pilot operated according to the prevailing weather conditions. Evidence available confirms that the weather on the fateful day at Samburu was sunny and clear.

2.2.4 Air traffic control

There were no ATC facilities available at the time of the occurrence. The pilot was expecting to make a through flight plan after takeoff and attaining adequate altitude to establish contact with the nearest air traffic controlling agency.

2.2.5 Communications

The aircraft was equipped with the basic communication VHF radio.

2.2.6 Aids to navigation

Kauro airstrip is an unmanned airstrip and is in private category. The airstrip has no navigational aids and this has no bearing to the accident

2.3 Aircraft

The hole in the engine block is a possible damage from a piece of metal broken from inside the engine. The hole made by the foreign object inside the engine block led to engine oil spillage and subsequent engine ceasure.

2.3.1 Aircraft maintenance

The aircraft manufacturer authorises the pilot to undertake basic maintenance on the micro light. The aircraft is expected to be attended by a maintenance organisation when she is due for any overhaul, or 2000 hours aircraft scheduled maintenance.

2.4 Human Factors

1). THE PILOT

The pilot was a 56 years old French national. Evidence available indicates that he had flown the microlight to various continents. He had over 3000 flight hours on the aircraft type.

He was a volunteer in wildlife conservation and traveled widely for the exercise. On this tour to Kenya he was making a documentary on himself with the help of a professional photographer who accompanied him from France. This was not his first trip to Kenya.

2.4.1 Psychological and physiological factors affecting the personnel involved

The pilot and his team were in good spirits through the planned stay at Shampolle and at Sera Conservancies. The team together with their host tour guide had casual evenings at the camp sites. There were no signs of stress on any of the team members.

2.5 Survivability

The impact forces and the structural damage occasioned to the aircraft were not survivable. The crew sustained multiple injuries on impact. The injuries led to instant fatalities for both the pilot and the photographer.

2.5.1 Rescue fire service response

Fire rescue services were not available at Kauro airstrip. The camping team and wildlife rangers at the airstrip arrived at the scene first. There was no post crash fire and the rescuers removed the lifeless bodies from the wreckage with ease,

2.5.2 Analysis of injuries and fatalities

The pilot and passenger were fatally injured on impact with the ground. The two lifeless bodies were strapped to their individual seats when the first rescue person got to the site a few minutes after the crash. There were no signs of struggle at the site.

2.5.3 Survival aspects

The chances of survival were limited as a result of the impact forces. Both crew members did not survive the crash.

3. CONCLUSIONS

3.1 Findings

3.1.1 CREW/PILOT

- The pilot had a valid medical certificate Class Three PPL at the time of the accident. The DGCA issues class Three medical category for Private pilot licences
- He had a valid rating on the aircraft.
- The pilot was rated as a microlight instructor
- There was no known medical condition that affected the pilot before the flight.
- There was no evidence of airframe failure or system malfunction prior to the accident
- He made one flight prior to the fateful flight.
- There was no reported malfunction on the aircraft after the first flight.
- The aircraft fuel was topped up before the first flight of the day; the flight lasted for approximately thirty minutes. The remaining fuel in the aircraft tanks was sufficient to fly to Nairobi and Orly airpark.
- At the time of takeoff to fly to Nairobi the tour guide team was demolishing the camping equipment to drive back to Nairobi.
- The aircraft crashed while turning on the upwind for a left hand circuit,
- Evidence received from those on ground stated that the aircraft noise was normal on takeoff and suddenly during the turn the engine noise level dropped followed by a loud bang as the aircraft crashed.
- The pilot did not have time to communicate to any agency.
- A post-mortem examination on the pilot and passenger indicated that the cause of death was multiple injuries due to force trauma as occasioned by the plane crash

3.1.2 AIRCRAFT

- The aircraft insurance cover was valid.
- The aircraft documents available had limited information on the maintenance of the aircraft.
- The investigation did not ascertain the last time the aircraft had a major overhaul or structural repair.
- A relatively large hole on the aircraft engine block likely made the aircraft to spill most of the lubricating oil that could lead to rotating crank shaft to cease.
- The ceasure was instant and the aircraft dropped from the air immediately not allowing the pilot time to react or correct for any malfunction.

- The aircraft was turning crosswind on a takeoff phase of flight. The altitude at this point according to eye witnesses was not more than 100 ft agl.
- The aircraft impacted the ground with a nose heavy attitude.
- The control column position was full forward. The pilot must have attempted to gain airspeed by pushing the control column forwards as would be expected in a stall condition.
- Evidence from the propeller blades indicate that by the time the aircraft contacted the ground they were not powered.
- Two blades seemed normal in stature with no scratches or twisted ends/edges.
- The blades condition were consistent with the theory of engine not producing power to turn the propeller
- The gear train connecting the propeller hub and the gear box broke on impact
- The mass and centre of gravity as explained were found to be within limits and may not have contributed to the occurrence
- The ignition and fuel systems showed proper function after examination
- Both left and right aileron control cables were in position when the wreckage was inspected.
-
- The AAID found that during the turn just after taking off, the aeroplane's engine ceased operating. The aeroplane's airspeed before the engine failure was marginally above the estimated stall speed during the high-bank turn. After the engine failure, it is likely the aeroplane entered an aerodynamic stall. The associated loss of control was not recovered and the aircraft collided with terrain
- The AAID did not establish the possible cause of the engine failure. No defects were identified that would have precluded normal engine operation prior to the accident, and uncontaminated fuel was being supplied to the engine at that time
-

3.1.3 ENVIRONMENT

- The weather at the crash site was sunny and clear sky morning
- There were no known environmental factors that were considered as causative to the accident

3.2 Causes

The possible causes of the accident may be attributed to ncontrolled flight into terrain

3.3 Contributing Factors

- Insufficient engine power
-
- Failure to recover from stall at low altitude.

4. SAFETY RECOMMENDATIONS

- KCAA to ensure foreign aircraft to have on board necessary maintenance document
- KCAA should monitor pilot's action to ensure they update their flight time in the pilot's log book soon after a flight.
- KCAA regulations should address conduct of microlight aircraft or recreational flights.