



Aviation Investigation Final Report

Location:	Maputo,	Accident Number:	DCA11WA013
Date & Time:	December 3, 2010, 20:40 UTC	Registration:	
Aircraft:	Beech 1900	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	N/A
Flight Conducted Under:	Non-U.S., commercial		

Analysis

Probable Cause and Findings

Findings

Factual Information

History of Flight

On December 3, 2010, about 2040 UTC, a Beech 1900C, C9-AUO, operated by Kaya Airlines, crashed into terrain during landing approach at Maputo International Airport, Maputo, Mozambique. Instrument meteorological conditions prevailed at the time. Of the 17 persons on board, there were 6 serious injuries. The aircraft was destroyed. The departure point of the flight was Nampula, Mozambique.

The Mozambique National Civil Aviation Administration (IACM) is investigating the accident. The NTSB has designated a U.S. Accredited Representative as the state of manufacture in accordance with the provisions of ICAO Annex 13.

All inquiries should be directed to:

National Civil Aviation Administration
P.O. Box 227
Maputo
Mozambique

Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	
Model/Series:	1900 C	Aircraft Category:	
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	
Landing Gear Type:		Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	
Airframe Total Time:		Engine Manufacturer:	
ELT:		Engine Model/Series:	
Registered Owner:		Rated Power:	
Operator:	Kaya Airlines	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	
Destination:		Type of Clearance:	
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	N/A	Latitude, Longitude:	-25.549999,32.583332

Administrative Information

Investigator In Charge (IIC): Jones, Dennis

Additional Participating Persons:

Original Publish Date: November 3, 2020

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=78021>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).