



# AIB Bulletin

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**AIB Bulletin No. 5**

**Category:** 1.3

**Aircraft Type:**

**Serial No.** 63209

**No. & type of Engines:**

**Year of Manufacture:**

**Date and Time (UTC):**

**Location:**

**Type of Flight:**

**Persons on Board:**

Nil

**Injuries:**

**Nature of Damage:**

Cessna 208.

beacon fin tip

damage to the

There were

under side skin.

**Commander's Licence:**

**Commander's Age:**

**Commander's Experience:**  
on type.

**Ref:** CAV/ACC/6/06

Cessna 210N **Reg.** ZS-NPK

One Continental TSIO 520  
1979

26 July 2006 at 1302 hours  
Mwanza Airport, Tanzania  
(S 02 26 65 E 032 55 45)

Air Charter

**Crew** -2

**Passengers** -

**Crew** -Nil

**Passengers** - N/A

Aircraft collided with a parked

Damage confined to rotating

fairing. The C208 suffered

right wing aileron trim tab.

also scratches on the right wing

CPL

41 years

450 hours of which 140 were

**Last 90 days** 180 hours

**Last 28 days** 72 hours

**Information Source:**  
Mwanza ATS

Telephone call from the

## **ALL TIMES UTC**

### **History of the Flight**

ZS-NPK had been parked on the main apron of Mwanza airport with part of the left wing lying underneath the wing of a Cessna 208 registration 5H-JOE.

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*The Bulletin contains facts relating to the accident which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstance of the accident at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.*

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The duty controller said that at 1300 hours ZS-NPK requested a taxiing clearance for departure to Bulyankuru with two crew members on board. He was instructed to taxi for runway 30. At 1302 hours the engine was shut down without notification to the Tower.

The marshaller who was handling the aircraft said that the pilot, who appeared to be in a hurry for the flight, started his engine and immediately started rolling out while negotiating a turn to the right.

Realizing that the premature right turn had placed the aircraft tail on a collision path with the wing of the C208, he marshaled a stop signal by crossing his marshalling bats. The signal was not heeded. Instead, the aircraft proceeded to negotiate the right turn till the collision occurred.

Both pilots deplaned after the collision. The commander said that on inspecting the Cessna 210 he noticed that the vertical fin had struck the outer portion of the right hand wing of the Cessna 208. On closer inspection he saw that his aircraft had sustained a "minor superficial damage to the fairing that houses the rotating beacon". This damage, he assessed, was small enough

to be acceptable for daylight flights. He chose to continue with the flight to Bulyankulu.

The pilot himself told the Tower that his aircraft had suffered no damage and proceeded to fly to Bulyankuru at 1320 hours. He returned to Mwanza with three passengers at 1427 hours.

### **Damage to aircraft**

The Cessna 208, 5H-JOE, sustained damage to the right wing aileron trim tab. The out board underside skins of the wing were also bruised. The Cessna 210 had its rotating beacon damaged as well as its housing fairing.

The pilot testified that after inspecting the damage he removed the remains of the beacon from the cracked housing and decided to continue with the flight. This was because, under South African law, the aircraft is allowed to fly in day light without a rotating beacon. The reason for this, he said, the aircraft was registered in South Africa.

### **Remarks**

The reason for the collision appears that ZS-NPK initiated a right turn immediately after he started rolling. At that time his tail was still behind the wing of 5H-JOE. The turn to the right deflected the tail of ZS-NPK into contact with wing of 5H-JOE.

The pilot was himself conversant with the tight parking at Mwanza airport. Indeed on his return from Bulyankulu, he returned to the previous parking position.

### **Parking at Mwanza Airport**

The small size of the Mwanza main apron causes aircraft to make tight parking. It is normal to see aircraft parked at Mwanza with overlapping wings. An aircraft leaving such a parking position has to move in a straight line till its tail is clear of the adjacent aircraft. When in doubt about the exit, the commander should order his aircraft to be pushed out clear of adjacent aircraft before start up.

It has been established that the pilot was in a hurry to proceed to Bulyankuru to pick three passengers, one of whom was to catch a Precisionair flight to Dar es Salaam.

### **Mwanza Airport**

Mwanza airport, elevation 3763 feet has one runway 12/30 which is 3000 metres long and 45 metres wide. The runway surface is tarmac. There are two aprons; one for cargo aircraft and the other, the main apron, for passenger aircraft. The passenger apron has of late proved to be too small for the increasing number of aircraft movements at the airport. A few incidents have occurred mainly as a result of aircraft being tightly parked. This congestion is particularly serious in the morning hours when large airliners arrive.

### **Safety Recommendations**

- 1.** The parking space at Mwanza airport should be increased in order to accommodate increasing number of aircraft. This can be done by widening the aprons and by allowing the construction of maintenance hangers, which is now long over due.
- 2.** Pilots are reminded of article 12 of the Chicago convention which binds them to obey the rules of the State in which they operate regardless of the registration of the aircraft they fly.