



# AIB Bulletin

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<b>AIB Bulletin No.1</b>	<b>Ref:</b> CAV/ACC/1/07	<b>Category:</b> 1.2
<b>Aircraft Type:</b>	PA31-310 <b>Reg.</b> 5H-MUX	<b>Serial No.</b> 31-627
<b>No. &amp; type of Engines:</b>	Two Lycoming TIO-540A2B	
<b>Year of Manufacture:</b>	1970	
<b>Date and Time (UTC):</b>	5 January 2007 at 0902 hours	
<b>Location:</b>	Matambwe Airstrip, Selous Game Reserve Morogoro, (S07 32 08 E037 46 39)	
<b>Type of Flight:</b>	Air charter	
<b>Persons on Board:</b>	<b>Crew</b> -1	<b>Passengers</b> - 10
<b>Injuries:</b>	<b>Crew</b> -1 Minor <b>Passengers</b> -1 Fatal - 2 Serious, 7-Minor	
<b>Nature of Damage:</b>	Aircraft completely destroyed by impact and fire	
<b>Commander's License:</b>	CPL	
<b>Commander's Age:</b>	26 years	
<b>Commander's Experience:</b>	1700 hours of which 240 were on the type <b>Last 90 days:</b> 48 hours <b>Last 28 days:</b> 7 hours	
<b>Information Source:</b>	Telephone call from the operator	

## ALL TIMES UTC

### History of the Flight

The aircraft was carrying passengers including the organizer of the trip to Matambwe. These passengers included five adults, a boy of sixteen, three girls of eleven, five and four years. There was also an infant of 11 months.

This trip was arranged by a company called *Tent with a View Safaris*, which owns a camp at Matambwe in the Selous Game Reserve. According to the company, initially two aircraft were organized to transport the passengers to Selous. The booking was made through a telephone call to an operator called Wings of Zanzibar, who advised them to proceed to Terminal I of Julius Nyerere International Airport.

However, when the passengers arrived at Wings of Zanzibar office at the airport, they found it closed. When Wings of Zanzibar was contacted on the telephone, a pilot employed by DJB Ltd was alerted to meet them.

The pilot initially took them at the offices of DJB for payment. He subsequently recommended that one aircraft would suffice for the trip. According to the pilot, he believed that the children were small enough to sit on their parents' laps. The passengers had little baggage.

The aircraft, a Piper PA31-310 took off from Dar es Salaam at 0825 hours and cruised at Fl 6500. The flight to Matambwe was uneventful and the aircraft was overhead the airstrip at 0900 hours.

The pilot over flew the airstrip to alert the camp staff and check for wind and animals as is usual in these airstrips. He claims to have made another low run over the runway to ascertain its condition. Eye witnesses and passengers confirm that the pilot made an overshoot having flown very low attempting to land. The pilot was not sure of the runway condition because he had not flown into this airfield for about a year. In addition, before embarking on this trip, he had requested information on the runway condition from another pilot who had recently flown into the airstrip. He learnt that the runway was usable.

Finally the pilot decided to land. He chose to land on runway 28 with full flaps. He touched down about two hundred and fifty meters down the runway and braked normally. After rolling for some time, he realized that the aircraft would not be able to stop before the end of the remaining length of the runway. With about another two hundred and fifty meters ahead the pilot believed that he could manage to gather sufficient speed for take off and climb out. He immediately increased power and initiated a go around. It is at this moment that the aircraft became airborne with no speed increase. The aircraft flew straight and level at full power without gaining height. It subsequently started chopping vegetation and treetops for about two hundred meters beyond the end of the runway and then started to lose height. As it did so, the starboard wing collided with a large tree and the aircraft rotated through 180 degrees before coming to rest. The main wreckage settled below the tree and the passengers evacuated.

The wreckage caught fire immediately after the last passenger was evacuated. It burned completely, leaving only the tail fin and parts of the engine nacelle. The propellers were all bent in the direction of rotation and in the port engine one piston could be seen.

When staff members from *Tent with a View Camp* located at Matambwe arrived, the aircraft was burning fiercely. They assisted in moving the occupants to a safer location, far from the burning wreckage and in administering first aid. They were later treated at a local dispensary before being transported to a hospital in Dar es Salaam. One passenger died in the hospital four hours after the accident. Two passengers were treated for serious injuries. The injuries to the rest of the occupants were minor.

### **The weather**

The weather was described as fine and was not a factor in this accident.

### **Aircraft information**

The aircraft, a Piper PA31-310 serial number 31-627 powered by two Lycoming TIO-540 A2B engines was manufactured by the Piper Aircraft Company at Lockhaven, Pennsylvania, USA in 1970. It arrived in Tanzania in June 2003 with a United States Export Certificate of Airworthiness No. E346619 and registration N88CD. It was registered in the country in the name of Joseph E. Kisaka, P.O. Box 15033 Arusha, Tanzania on 19 June 2003. A Certificate of Registration No. 443 was issued. A Certificate of Airworthiness No.493 was issued on 8 July 2003 to expire 12 months later. The Certificate of Airworthiness has since been kept current through periodic renewals. By the time of the accident the Certificate of Airworthiness was valid till 13 August 2007. 5H-MUX was operating under DJB Company's Air Operator Certificate.

The weight of the aircraft at the time of take off from Dar es Salaam was estimated as follows:

Aircraft empty weight	4,130lb
Fuel	508lb
Pilot	172lb
Passengers	1,269lb
Baggage	220lb
<b>Take off weight (estimated)</b>	<b>6,299lb</b>

The aircraft had seven seats for passengers and one for the pilot. No defects were reported on this aircraft.

### **Matambwe airstrip**

Matambwe airstrip, elevation 500 feet has one runway 10/28 which is 700 meters long. The airstrip is 93 miles south west of Dar es Salaam. The surface of the runway is grass with bare soil along tire tracks. The runway has significant down slopes on both ends so that it is not possible to see the end before reaching the sloping end of the runway. The surface condition was poor. The grass on the runway was not looked after and there were no clear markings to show runway edges. There was some indication of temporary repairs done on the runway. The quality of this repair work was poor.

### **Further work**

Further investigations are going on to determine the factors which led to this accident.