



THE UNITED REPUBLIC OF TANZANIA  
MINISTRY OF COMMUNICATION AND TRANSPORT

ACCIDENT INVESTIGATION BRANCH

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ACCIDENT INVESTIGATION BRANCH  
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DAR ES SALAAM

# AIB Bulletin

**AIB Bulletin No:** 10/98      **Ref:** CAV/ACC/10/98      **Category:** 1.3

**Aircraft Type and Registration:** Piper PA 34-200 T, 5H-JET      (S/N 787 0345)

**No. & Type of Engines:** 2 Continental LTS10-0360-EB

**Year of Manufacture:** 1978

**Date and Time (UTC):** 16 May, 1998 at 1534 hours

**Location:** Dar es Salaam International Airport

**Type of Flight:** Air Charter

**Persons on Board**      Crew - 1      Passengers - 5

**Injuries**      Crew - Nil      Passengers - Nil

**Nature of Damage:** Substantial damage to nose and both propellers

**Commander's Licence:** Airlines Transport Pilot's Licence

**Commander's Age:** 43 years

**Commander's Flying Experience:** 13,000 hours (of which 35 were on the type) Last 90 days - 51 hours Last 28 days - 28 hours

**Information Source:** Air Traffic Control - Dar es Salaam Airport

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This 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 circumstances of the accidents 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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5H-JET was operating a charter flight. It took off from Dar es Salaam at 0520 hours with one pilot and five passengers. The VFR was uneventful and the aircraft landed at Mombasa's Moi International Airport at 0625 hours.

The aircraft remained at Mombasa till 1405 hours when it took off for Dar es Salaam with the same six occupants. Some baggage was also uplifted from Mombasa. 5H-JET flew under visual flight rules and the endurance was 0330 hours. The ETA was 1510 hours.

The pilot said that whilst climbing through flight level 045 around Ukunda, the master gear unsafe warning light illuminated. He then proceeded to recycle the gear down which then gave a positive indication on the main landing gears but none on the nose gear. Further attempts produced no change till the aircraft reached the cruising altitude of 8500 feet.

On reaching Dar es Salaam International Airport he made a low-fly-by and the Dar Tower confirmed that the two mains were down while the nose gear remained up. Further re-cycling was attempted to no avail. The attempt to lower the gear with the emergency bottle also failed.

Since it was getting dark, the pilot chose to declare an emergency and attempt a landing on the mains and the nose. The aircraft made a successful touchdown on the mains while the nose was held up as long as feasible. The aircraft's nose subsequently gained the ground and 5H-JET rolled on its mains and the nose for some distance before it stopped on runway 23 near the Tower at 1534 hours.

The six occupants evacuated without injuries but the aircraft sustained substantial damage to the nose and both propellers.

When the aircraft nose was raised, effort to pull the nose leg out failed. However, when the baggage in the nose gear compartment was removed, the nose leg dropped under gravity. It was reported that there was one suitcase and three boxes in the nose baggage compartment.

When the aircraft was jacked up the landing gear extended and retracted without any problem.

The circumstances leading to this accident are being investigated.