



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT
ACCIDENT INVESTIGATION BRANCH

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AIB Bulletin

AIB Bulletin No. 11/00 **Ref: CAV/CC/11/00** **Category: 1.3**

Aircraft Type & Reg. Cessna 210L Reg.ZS-MXB **Serial No. 61362**

No. & type of Engines: One Continental IO - 520

Year of Manufacture: 1976

Date and Time (UTC): 10 September 2000

Location: Mwanza Airport (02⁰ 27'S 032⁰ 55' E)

Type of Flight: Private

Persons on Board: Crew - 1 Passengers - 3

Injuries: Crew - Nil Passengers - Nil

Nature of Damage Nose landing gear fork broken, propeller strike damage.

Commander's Licence: PPL

Commander's Age: 45 years

Commander's Experience: 750 hours of which 400 were on type
Last 90 days 30 hrs
Last 28 days 12 hrs

Information Source: Telephone call from Mwanza ATS

ALL TIMES UTC

The aircraft was flying from Natal, South Africa to Entebbe, Uganda with refueling stops at Mfuwe, Zambia and Mwanza, Tanzania. It was carrying a party of four holiday makers who were going to Entebbe for a fishing expedition.

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 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.

Short extracts can be published without specific permission providing that the source is dully acknowledged.

At 1010 hours ZS-MXB who was on the apron at Mwanza airport requested taxi clearance for Entebbe with four souls and four hours endurance.

At the time there was inbound traffic as follows:-

- A Let 410 from Kilimanjaro estimating Mwanza at 1023 hours and;
- A DC-8 from Kinshasa estimating Mwanza at 1019 hours. The Let 410 was below the DC-8 which was at FL 70.

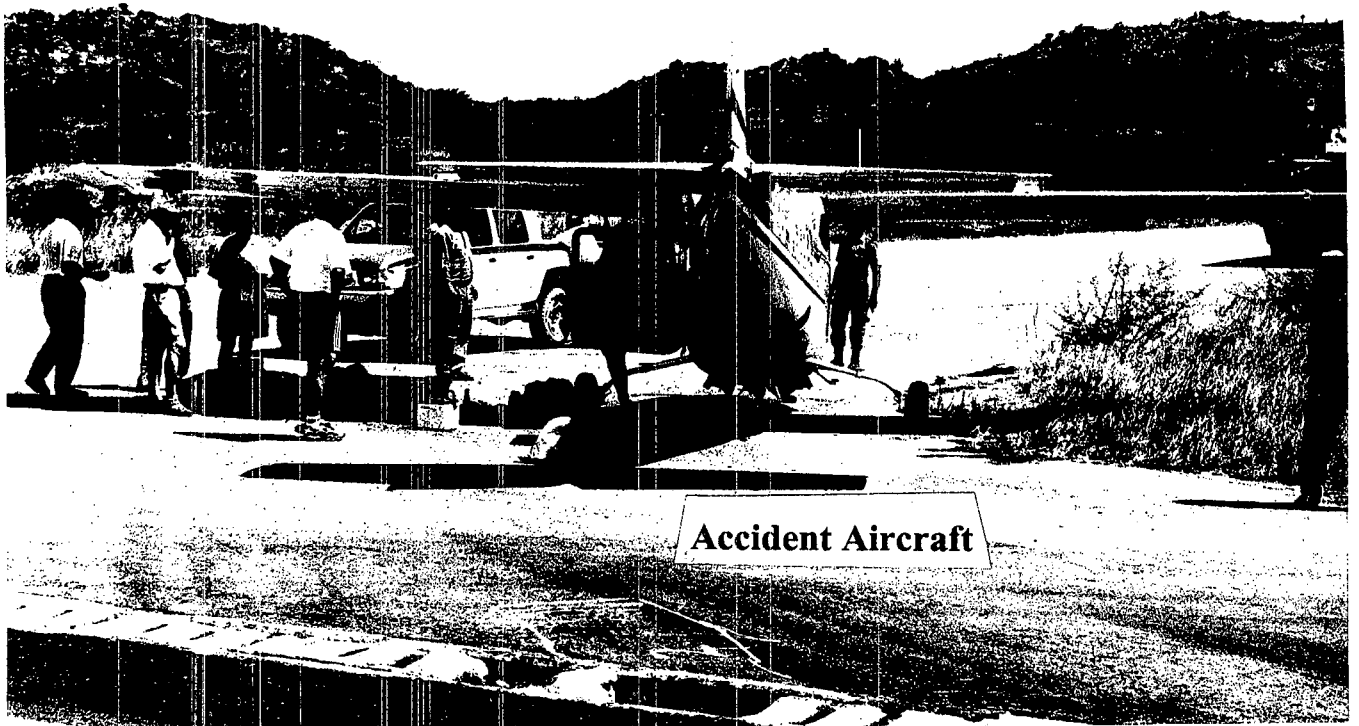
With this traffic in mind the controller granted ZS-MXB the taxi clearance to enter and backtrack runway 30 and also advised him to expedite.

ZS-MXB taxied on the runway till he disappeared from the line of sight of controller. After the Let 410 had reported field in sight the controller reported to have called ZS-MXB several times for his position on the runway and his intentions to no avail. The controller, who had earlier passed traffic information to the inbound traffic of the presence of ZS-MXB on the runway, asked the Let 410 if he had seen the Cessna 210 on the runway. The Let 410 confirmed to have seen the Cessna 210. He also advised that it was at the side of the runway and he could land without any problem.

This was not a surprise to the controller because it was common for aircraft at the beginning of the runway to enter the taxiway leading to the military apron in order to run their engines and do their take-off checks.

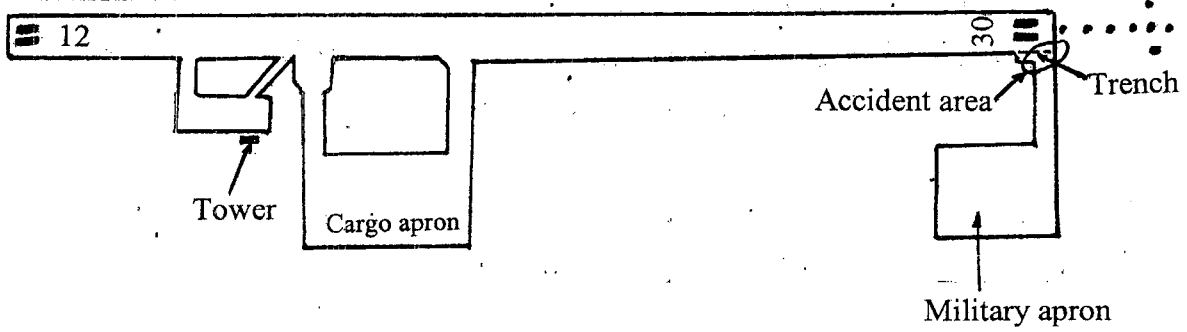
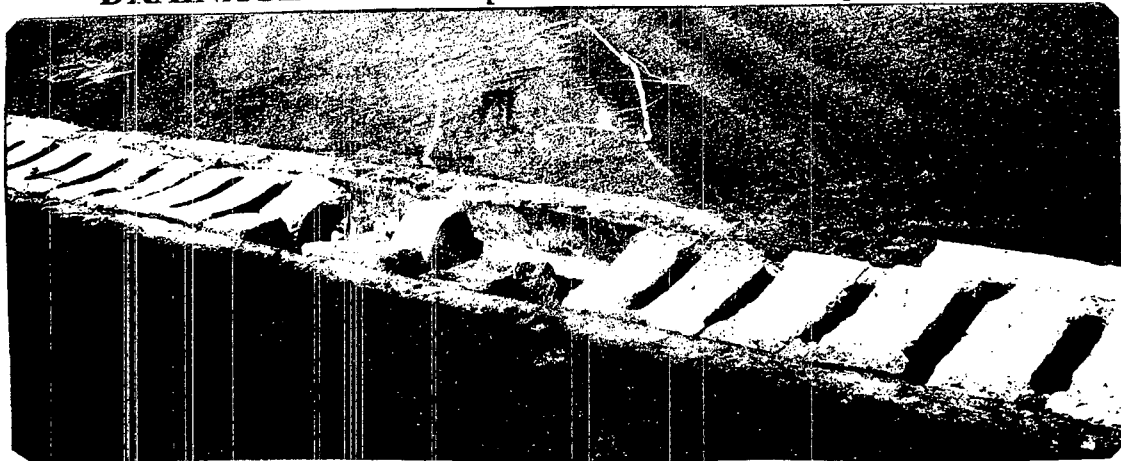
The controller subsequently decided to give the landing clearance to the Let 410 which landed at 1022 hours. By this time the DC-8 had been instructed to orbit so as to join the right base of runway 30.

After the Let 410 had landed, ZS-MXB called the Tower and requested rescue assistance. A vehicle was immediately dispatched to the beginning of runway 30 via the access road. It subsequently reported that the Cessna 210 nose landing gear had fractured and its fork had separated after the nose wheel had sunk in a drainage trench. The trench was located at the edge of the runway connecting with the taxiway to the military apron.



Accident Aircraft

DRAINAGE TRENCH [Note the broken slabs]



MWANZA AIRPORT

The Pilot testified that he intended to proceed to the beginning of runway 30 and do power checks before initiating the take off. When he was about halfway down the runway he noted that the Tower was talking to inbound traffic. This prompted him to ask the Tower on how many minutes were remaining for him to take-off. When he was told that he had one minute, he decided that this was not enough time to do the run-up checks. He then decided to give way to inbound traffic by proceeding to the taxiway located on the southern side of the beginning of runway 30. This decision was not communicated to the Tower.

Whilst proceeding to the taxiway and at the edge of the runway, the nose landing gear failed, causing the propeller to strike the ground. He then realized that the nose wheel had run over a concrete slab covering a drainage trench and that the slab has collapsed causing the nose wheel to be imbedded in the trench. As it did so, its fork sheared and the propeller struck the tarmac surface of the taxiway before the aircraft came to rest. There was no fire and all the four occupants were not injured

Mwanza Airport, elevation 3763 feet has one runway 12/30 which is 3300 meters long and 45 meters wide. The surface is tarmac and was in good condition at the time of the accident. The runway has neither parallel taxiways nor turning pads. All aircraft have to taxi and turn on the runway itself. Large transport aircraft backtracking runway 30 have to use part of the military taxiway to effect the turning to the threshold. In doing so, they have, over the years, damaged the concrete slabs covering the drain trench between the taxiway and the military apron. The slabs were laid in 1980 for the passage of jet fighters. They have since not been changed. At the time of the accident some of these slabs were cracked and a few of them were broken.

The runway itself has a convex curvature so that the controller in the Tower is unable to see small aircraft at the beginning of runway 30.

The circumstances leading to this accident are being investigated.