



AIB Bulletin

AIB Bulletin No. 11

Ref.: CAV/ACC/11/04

Category: 1.3

Aircraft Type & Reg.: Piper PA28-180 **Reg. 5H-HMH Serial No. 28-25778**

No. & type of Engines: One - Lycoming 0-360-A4-A

Year of Manufacture: 1969

Date and Time (UTC): 22nd August 2004 at 1345 hours

Location: Bukoba Airport

Type of Flight: Air Charter

Persons on Board: **Crew - 1 Passengers - 3**

Injuries: **Crew - Nil Passengers - Nil**

Nature of Damage: Damage to nose wheel, engine compartment and both wings.

Commander's Licence: CPL

Commander's Age: 31 years

Commander's Experience: 443 **hours of which 120 were on type**

Information Source: Telephone call from Mwanza ATS

ALL TIMES UTC

History of the Flight

The aircraft was operating a company charter flight from Mwanza to Bukoba. It was carrying one pilot and three passengers. The pilot said that no problems were encountered during the flight. However, on reaching Bukoba at around 1345 hours, the pilot elected to use runway 31 for landing. This is the approach from the lakeside due to existence of high ground on the approach to runway 13. After touchdown the pilot was unable to stop the aircraft, which then overran the runway and collided with a chain link fence supported by 4 feet high reinforced concrete posts.

The nose wheel impacted one fence post and knocked it clean out of the ground. The impact caused the nose wheel fork to detach itself from the oleo strut. The aircraft then crossed the road located at the end of the runway and came to rest on its main wheels in a nose down attitude with the engine lower cowling resting on an earth bank heading 297°. A person riding a bicycle on the road slipped on seeing

the aircraft and suffered minor bruises. There was no fire and the occupants were not injured. The damage to the aircraft was confined to the nose landing gear, the propeller and the both wings.

The weather at Bukoba at 1330 hours was as follows:

- Surface wind: 160° at 13 knots.
- Visibility: More than 10 Km.
- Clouds: Few at 2300 feet, Few CB at 2400 feet and Broken at 10,000 feet.
- Temperature: 25°C
- Dew Point: 17.
- Altimeter Setting: 1015 hpa.

The Airport Rescue and Fire Services personnel observed the aircraft touchdown and reported that 5H-HMH touched down towards the end of the runway.. Measurements indicated the pilot had only 211 metres of runway length from the point of touchdown to stop the aircraft. The final resting position was 254 metres beyond the touchdown point.

Bukoba, elevation 3800 feet, has one runway (13/31) which is 3445 feet (1050m) long. The surface is scattered patches of grass and dirt. There are steep hills in the approach path of runway 13 and Lake Victoria just beyond this runway. For this reason, many pilots choose to use runway 31 regardless of the direction of the wind.

CONCLUSIONS

The pilot made a touch down at a point where the remaining runway length was insufficient to stop the aircraft. The prevailing tail wind at the material time was a contributory factor.

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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