



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
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DAR ES SALAAM

ACCIDENT INVESTIGATION BRANCH

AIB Bulletin

AIB Bulletin No: 12/98

Ref: CAV/ACC/12/98

Category: 1.3

Aircraft Type and Registration: PA 28-140; 5H-HMH; S/N 25778

No & Type of Engines: One Lycoming O-360 A4A

Year of Manufacture: 1969

Date & Time (UTC): 15 June 1998 at 1330 hours

Location: Isaka Railway Station, Kahama District
(03° 51.9'S 32° 54.6'E)

Type of Flight:

Persons on Board: Crew- 1 Passengers - 2

Injuries: Crew- Nil Passengers - Nil

Nature of Damage: Damage confined to No.1 cylinder

Commander's Licence: Commercial Pilot's Licence

Commander's Age: 39 years

Commander's Flying Experience: 3500 hours

Last 90 days - 20 hours

Last 28 days - 8 hours

Information Source:

Fax message from Dar es Salaam

Area Control Centre

On 15 June 1998 at 1115 hours 5H-HMH left Mwanza airport for a VFR flight to Geita. It was carrying one pilot and some cargo of 40kg. There were no passengers. The flight was uneventful and the aircraft landed at Geita at 1145 hours. The cargo was off loaded at Geita. Two passengers joined the flight and 5H-HMH subsequently took off for Nzega. The flying time was estimated at 55 minutes. The pilot reported that the take off and climb out was normal. When 5H-HMH had levelled at FL 075

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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he made a blind transmission on the Dar es Salaam ACC frequency (119.3 MHz), giving his cruising altitude and forward estimates.

After about 40 minutes flying time, a bang was heard from the engine compartment and there was heavy vibration from the engine. There was partial loss of power and a rise in oil temperature.

The pilot leaned the mixture and switched tanks to no avail. At this time the aircraft started descending at 500 feet per minute. The pilot, noticing that there was a tarmac road below him decided to force-land immediately.

The aircraft made a successful landing on the Isaka - Burundi road about one kilometer west of Isaka Railway station. The pilot subsequently taxied the aircraft on its own power to the Railway station where it was parked and guarded.

The lower cowlings of the engine were found splattered with engine oil. Examination of the engine showed that there was oil spillage from No.1 cylinder, indicating internal damage. There was no sign of oil spillage on the remaining three cylinders.

There were signs of unskilled welding on the muffler and the exhaust. This repairwork did not occur in the aircraft documents. A spokesman for the maintenance company said that the aircraft left his premises for the last time on 10 February 1998. It has been established that the undocumented repairwork was made at Bulyankuru Gold Mines about one week before the accident. This repairwork was carried out by some unauthorised persons.

The engine, a Lycoming O-360 A4A had logged 1,414 hours since overhaul and 3,581 hours since new. The Time Between Overhaul of this engine is 2000 hours.

The circumstances of this accident are being investigated.