



AIB Bulletin

AIB Bulletin No. 4 **Ref.:** CAV/ACC/14/04 **Category**
1.2

Aircraft Type & Reg.: Cessna 208B **Reg.** 5H-AXL **Serial**
No. 208-0401

No. & type of Engines: One Pratt & Whitney PT6A-114A
Year of Manufacture: 1994
Date and Time (UTC): 19 October 2004 at 0730 hours.
Location: Loiborsoit Village (Lat. 03 52.900S Long 036
25.688E)
Type of Flight: Air charter
Persons on Board: **Crew -** 1 **Passengers -** 9
Injuries: **Crew -** Nil **Passengers -** Nil
Nature of Damage: Damage to the nose landing gear, the
propeller, engine bearer tube and the
baggage pod.
Commander's Licence: CPL
Commander's Age: 28 years
Commander's Experience: hours
Last 90 days: hours
Last 28 days: hours
Information Source: Telephone call from Kilimanjaro ATS.

ALL TIMES UTC

History of the Flight

5H-AXL was operating a charter flight to carry tourists from Arusha to Ruaha. It was carrying one pilot and nine passengers. The take-off, climb out and the initial phase of the flight were normal. About 20 minutes into the flight at FL125 (12 500 feet amsl) when the pilot had already made a power reduction and was in the process of trimming the aircraft for level flight a loud bang was heard that was accompanied by a loss of engine power. Eyewitnesses on the ground also heard this loud bang. The pilot immediately switched on the ignition to no avail. He set the power lever

to IDLE, at the same time checking the Ng, which read 0%. The indications from other instruments and the annunciator panel indicated that the engine was not running. Efforts to restart the engine failed and the pilot took advantage of the high altitude to circle around in order to find a convenient field for executing a force landing.

The pilot subsequently located a Masai steppe overlooking Loibosoit village in the Simanjiro District of Arusha region. After briefing the passengers about the imminent force landing the pilot made a touch down on grass field. After rolling for about 400 meters 5H-AXL ran into a terraced field from which maize had been harvested. Tire marks on the ground indicated that it was here that the nose landing gear struck raised lip of earth and sheared from its fuselage attachment point. It subsequently penetrated into the forward baggage pod compartment.

The aircraft came to rest some 480 meters beyond the point of initial touch down. The pilot opened the cockpit door and all passengers disembarked. There were no injuries and all the occupants were transported by road back to Arusha where they boarded another aircraft for their flight to Ruaha.

The aircraft sustained damage to its nose landing gear which separated and the propeller whose two blades were bent. One of the tubular members of the the engine mounting frame was bent and the baggage pod was damaged when it scraped the ground.

The flaps were deployed about half way. The pilot said that shortly before landing he had selected full flaps without going through intermediate stages. This, he reasoned, may have been the reason for the relevant circuit breaker tripping before the full-flap position. Had the full flap configuration been achieved, the landing roll should have been shorter.

THE ENGINE

The engine, a PT6A-114A Serial No. PCE 19279, was manufactured by the Pratt & Whitney of Canada in March

1994. By the time of the accident the engine had done 2400 hours since overhaul and 6750 hours since new. It had also done 7800 cycles since new. The engine was overhauled in September 2002 at 4339.7 hours and 4762 cycles by MTU Maintenance Berlin Brandenburg GmbH.