



AIB Bulletin

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Aircraft Type & Reg. Piper PA 34-220T Seneca III, 5H-DJB S/N 823 3027

No. & Type of Engines: 2 Continental TSIO & LTSIO-360KB

Year of Manufacture: 1982

Date and Time (UTC): 26 August 1998 at 0710 hours

Location: Mpanda airport, Tanzania (06 21.05 S 31.04.94E)

Type of Flight: Air Charter

Persons on Board: Crew - 1 Passengers - 4

Injuries: Crew - Nil Passengers - Nil

Nature of Damage: Substantial

Commander's Licence: CPL

Commander's Age: 38

Commander's Experience: 2600 hours (of which 580 were on type)
Last 90 days - 154 hours.
Last 28 days - 50 hours.

Information Source: Telephone call from the Operator.

The aircraft was operating a charter flight from Tabora to Mpanda. It was carrying one pilot and four passengers. Take-off from Tabora was initiated at 0616 hours and 5H-DJB flew under visual flight rules, cruising at Fl 105. The endurance was 0400 hours.

The flight to Mpanda was uneventful. About 0710 hours the aircraft was seen overhead Mpanda. The pilot said that when he flew above the Mpanda airport he observed that the wind was about 220°/5-8 kt which favoured runway 27. He subsequently chose to land on this runway.

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.

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Eye witnesses who were near the terminal building reported that 5H-DJB made a normal touchdown about one quarter of the way down runway 27. As it rolled down the runway the speed did not appear to decay as would normally be expected. The aircraft overran the runway and collided with the raised lip of a concrete marker. The nose and the left main landing gears collapsed and the aircraft came to rest 21 metres beyond the point of impact.

There was no fire but the aircraft sustained substantial damage to the nose and the left main landing gears, both propellers and part of the belly. All the occupants were not injured.

The pilot said that the touchdown on runway 27 was normal. However, when brakes were applied during the landing roll, no braking action was felt. He kept on pumping the brakes. When he was near the end of the runway, the brakes began to bite but the aircraft could not be stopped within the remaining length of the runway.

Tire marks attributable to 5H-DJB were seen on the runway and the first marks of heavy braking were to be found 47.4 metres short of the first runway concrete marker.

Examination of the landing gear showed that there was no hydraulic fluid in the pipeline leading to the No. 1 brake unit. Hydraulic fluid was also leaking from the No. 2 brake system.

Mpanda airport, elevation 3520 feet (1073m) has one runway (09/27) which is 1450 metres long and 30 metres wide. The surface is grass and is in very good condition. There is also about 300 metres of cleared level surface beyond the end of the runway 27.

The airport had received a facelift four weeks before the accident in preparation of the visit by the President of Tanzania. The concrete markers were constructed during this time.