



THE UNITED REPUBLIC OF TANZANIA
Ministry of Communications & Transport
TANZANIA CIVIL AVIATION AUTHORITY
ACCIDENT INVESTIGATION BRANCH

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
P. O. BOX 2819
DAR ES SALAAM
E-mail: tcaa@tcaa.go.tz
Website: www.aviationauthority.org

AIB Bulletin

AIB Bulletin No. 15	Ref: CAV/CC/15/04	Category: 1.3
Aircraft Type & Reg.	Cessna U206G	Reg. 5H-IBB Serial No: 04764
No. & type of Engines:	One Continental IO-520-F13	
Year of Manufacture:	1978	
Date and Time (UTC)	23 October 2004 at 1304 hours	
Location:	Ras Kutani airstrip (06 56 31S 039 29 66E)	
Type of Flight:	Private	
Persons on Board:	Crew - 1	Passengers - 1
Injuries:	Crew - Nil	Passengers - Nil
Nature of Damage	Substantial damage to the propeller	
Commander's License:	Private Pilot's License	
Commander's Age:	51 years	
Commander's Experience:	2500 hours of which 400 were on the type	
Last 90 days:	50 hours	
Last 28 days:	12 hours	
Information Source:	Telephone call from the aircraft AMO	

ALL TIMES UTC

History of the Flight

The aircraft was taxiing from its parking position at the north-western corner of the apron to enter the runway through the south-eastern taxiway. Shortly after 5H-IBB had started rolling the left wing leading edge close to the tip. This appears to have caused the aircraft to rotate through 90 degrees, allowing the propeller to strike a concrete step located adjacent to the shed. The aircraft subsequently came to rest with the left wing still in contact with the shed post.

There was substantial damage to all propeller blades but the damage to the left wing was superficial. There was no fire and both occupants were not injured.

Examination of the left brake showed that there was no hydraulic fluid in the pipe line and the cylinder.

RAS KUTANI AIRSTRIP

Ras Kutani airstrip, elevation 180 feet, has one runway 16/34 which is 1000 meters long. The surface is unpaved but in good condition for light aircraft. There is a small apron on the left side of runway 16 which has a grass shed for shelter as well as a concrete step built to facilitate the boarding of trucks ferrying for passengers to the Ras Kutani horse farm.

SAFETY RECOMMENDATIONS

The apron at Ras Kutani airstrip is very small and has no demarcated space for a car park. The presence of the shed and the concrete step serve to restrict the space available for aircraft maneuver and there has been an incident of a plane colliding with a vehicle at Ras Kutani. Consideration should be given to widening the apron or shifting the shed.

Operators flying into Mafia should pay special attention to aircraft landing gears because of the exceptionally high loads caused by the very bad runway surface.