THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT
ACCIDENT INVESTIGATION BRANCH

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AIB Bulletin

AIB Bulletin No. 16 **Ref.:** CAV/ACC/16/00 **Category:** 1.3

Aircraft Type: Cessna 206 **Reg.** 5H-IBB **Serial No.** 04764

No. & type of Engines: One Continental IO-520F

Year of Manufacture: 1980

Date and Time (UTC): 27 December 2000 at 1420 hours

Location: Kiba airstrip, Selous Game Reserve

Lat 07° 44' 60"S Long. 038° 00' 20"

Type of Flight: Air Charter

Persons on Board: **Crew** - 1 **Passengers** - 5

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

Nature of Damage: Damage to all propeller blades, left lift strut fairing and cargo pod.

Commander's Licence: CPL

Commander's Age: 47 years

Commander's Experience: 2700 **hours of which** 123 **were on type**

Last 90 days 123 **hrs**

Last 28 days 64 **hrs**

Information Source: Telephone call from Operator

ALL TIMES UTC

5H-IBB took off from Mafia airport at 1320 hours for a charter flight to Kiba. It was carrying one pilot and five passengers. The aircraft was flying under visual flight rules. The fuel endurance was 0420 hours.

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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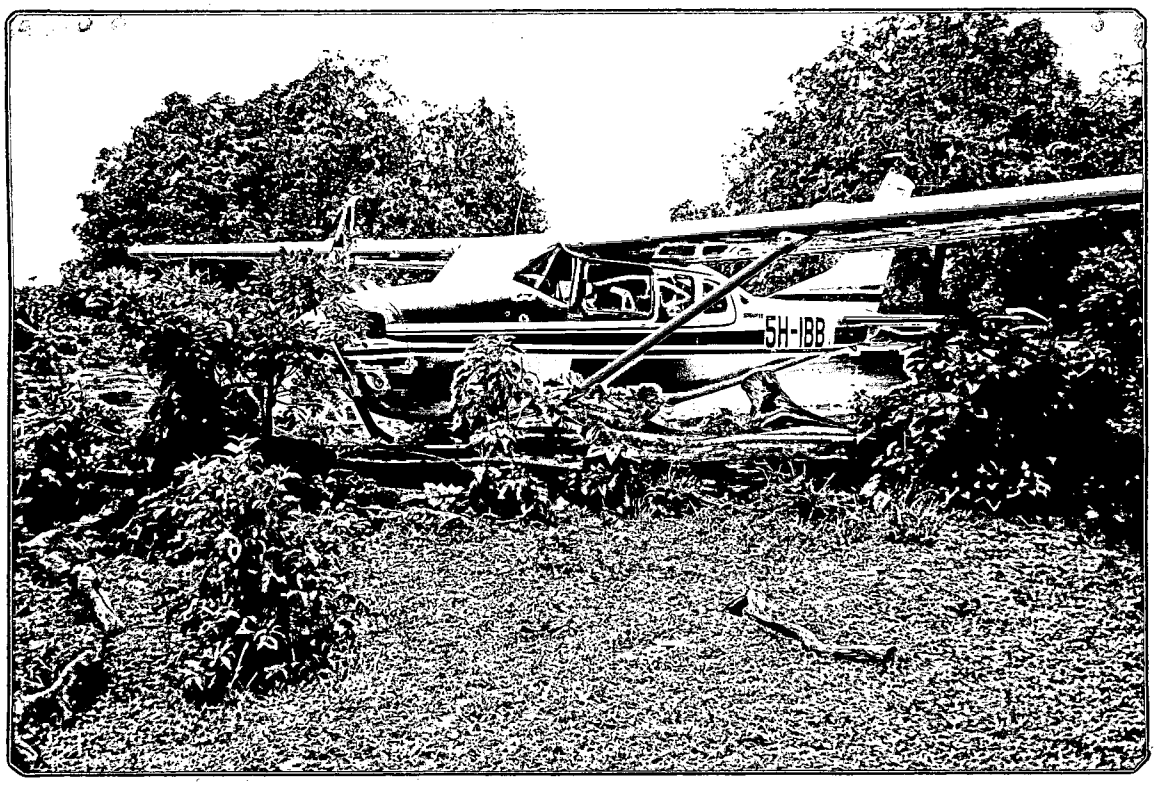
Two passengers who were interviewed at Kiba said that shortly after take-off from Mafia the pilot had to fly around a storm. However the weather cleared for the rest of the flight. When 5H-IBB reached Kiba at about 1420 hours the pilot turned sharply for the runway and touched down at the end of the turn, according to one passenger. Another passenger said that the pilot did not use flaps for landing and the landing speed appeared to be too high. The touch down point was estimated at about one third of the way down runway 02.

An eye witness who was at Kiba airstrip reported heavy braking down the runway and as it did so the aircraft was seen to drift sideways whilst causing a "dust storm". It was subsequently observed to overrun the end of the runway, colliding a log of a felled large tree (2 feet diameter) which was lying just beyond the end of the runway. The aircraft came to rest at the collision point.

All the three blades of the propeller were bent as a result of striking the log. There was minor damage to the left wing strut fairing and the baggage pod.

The pilot had flown for a total of 0545 hours covering eight sectors during the day. He was reported to be fasting during the last day of the Islamic Holy month of Ramadhan. It is considered that since the accident occurred at 5:20pm local time, tiredness and exhaustion of the part of the pilot may have been a factor in this accident.

Kiba airstrip, elevation 600feet has one unpaved runway 02/20 which is about 1000 metres long. Runway 02 has an uphill slope starting midway and rising for a further 150 metres before it levels off. The last 100 metres or so has a slight downward slope. There were trees located just beyond the end of the runway. 5H-IBB would have been stopped safely had the aerodrome operator observed the end of runway clearway requirement. In 1998 TCAA directed all aerodrome operators in Game Reserves to clear the strips 40 meters beyond both sides of each runway and 60 meters beyond both ends.