

1998



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

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
P.O. BOX 2819
DAR ES SALAAM

AIB Bulletin

AIB Bulletin No. 17/98	:	Ref: CAV/ACC/17/98	Category: 1.3
Aircraft Type & Reg	:	Cessna U206F; N36MS	S/N 02096
No. & Type of Engines	:	One Continental IO-520F 3B	
Year of Manufacture	:	1973	
Date and Time	:	17 September 1998 at around 0650 hours	
Location	:	Monduli Hills (Bwawa la Zamani) (031500S 03629656E)	
Type of Flight	:	Private	
Persons on Board	:	Crew - 1	Passengers - 3
Injuries	:	Crew - 1 Killed	Passengers - 2 Killed - 1 seriously injured
Nature of Damage	:	Aircraft completely destroyed	
Commander's Licence	:	Private pilot's Licence (FAA)	
Commander's Age	:	54 years	
Commander's Experience	:	3600 hours (of which 93 were on type) Last 90 days - 65 hours Last 28 days - 23 hours	
Information source	:	Telephone call from Arusha ATS	

History of the Flight:

The aircraft was operating a flying Medical Services flight to carry medical supplies and personnel from Arusha to Loliondo. It took off from runway 09 at 0641 hours. The aircraft flew VFR with an endurance of 6 hours. The flight progress strip showed a cruising altitude of 10,500 feet. Shortly after take-off N36MS executed a left turn and was observed to make a normal climb out. The surviving passenger, who was seated in the middle row just behind the pilot said that the first few minutes of the flight were normal. The weather was 'sunny and clear' and he could see villages and the landscape. However, as the flight progressed the aircraft entered thick fog and he could see nothing outside the aircraft. It was then that he started dozing only to find himself outside the wreckage in the middle of a thick forest.

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.

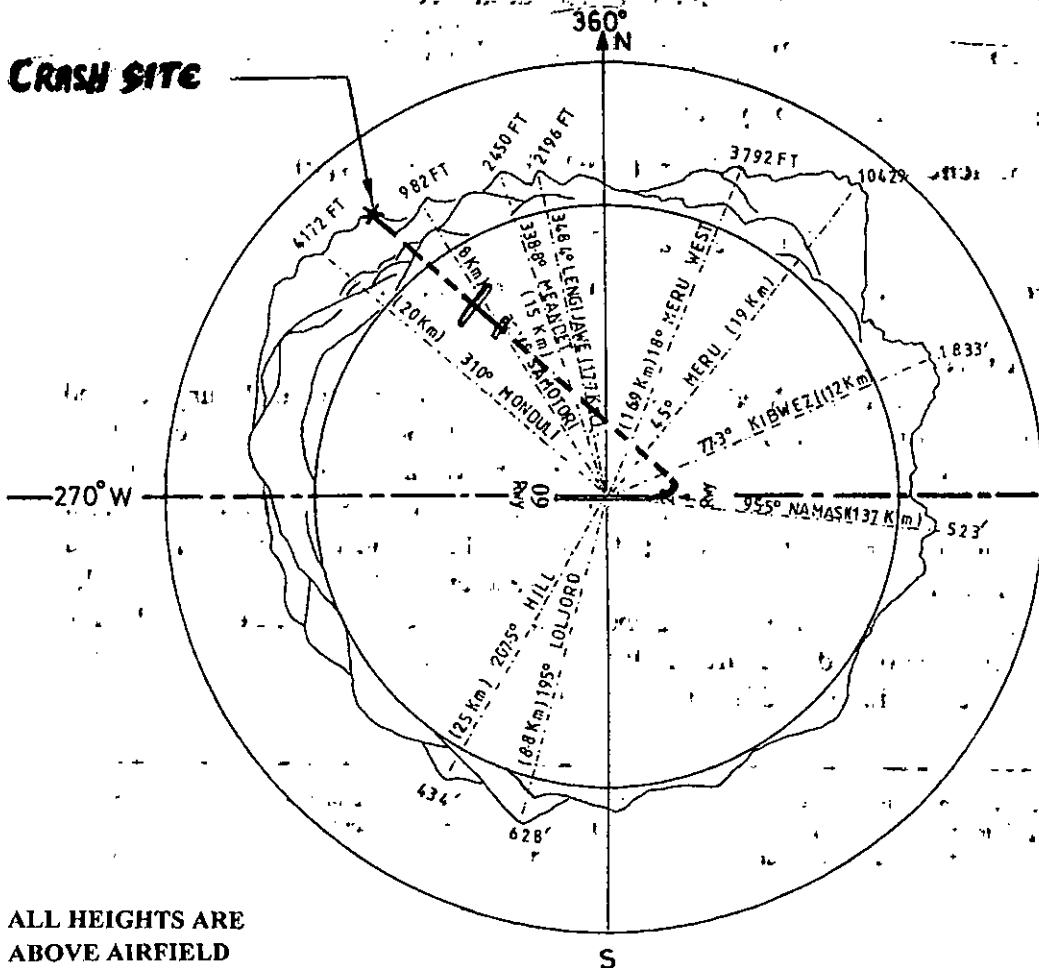
The passenger who was in the co-pilot's seat was unconscious and the remaining passenger as well as the pilot complained of serious pains. These two passengers and the pilot died before rescue teams arrived 27:30 hours later. One passenger left the crash site at 1000 hours and managed to walk downhill. He arrived at the nearest village at 1430 hours.

Communications:

N36MS took off from Arusha for Loliondo at 0641 hours. The estimated time of arrival (ETA), was 0741 hours. According to the Arusha Tower, there was no flight plan because Flying Medical services (FMS) operated on Repetitive flight planning. However, the aircraft was advised to call the Kilimanjaro Approach Control (APC) on 120.1 MHz. The Kilimanjaro APC remained unaware of the flight because the aircraft did not call and the Arusha Tower did not pass the Departure message. That the aircraft was missing became apparent at 0900 hours when FMS (Loliondo) raised their Arusha office on their HF radio and reported that the aircraft had not arrived at 0730 hours as expected. It was not until 1040 hours when FMS (Arusha) called the Arusha Tower on the telephone and reported that N36MS had not landed at Loliondo at 0730 hours. 1259 hours a Cessna 206 5H-TGT took off from Arusha on a search and rescue mission and spotted the wreckage at 1317 hours. The position was identified as Monduli hills, 10.5 nautical miles bearing 314° from Arusha airport. It also saw two persons waving a white cloth.

ARUSHA AIRPORT: Height Above Mean Sea Level 4550 feet

HEIGHT AND DISTANCE OF VISIBILITY POINTS



ALL HEIGHTS ARE ABOVE AIRFIELD

At 1428 hours a Police helicopter 5H - PAW from Arusha hovered overhead the wreckage and saw two survivors waving white "flags". 5H - PAW failed to land due to steep terrain.

It was not until 1023 hours on the following day (27.33 hours after the accident) that another helicopter from Nairobi, 5Y -EXA, landed at the crash site and reported that all the three persons were dead.

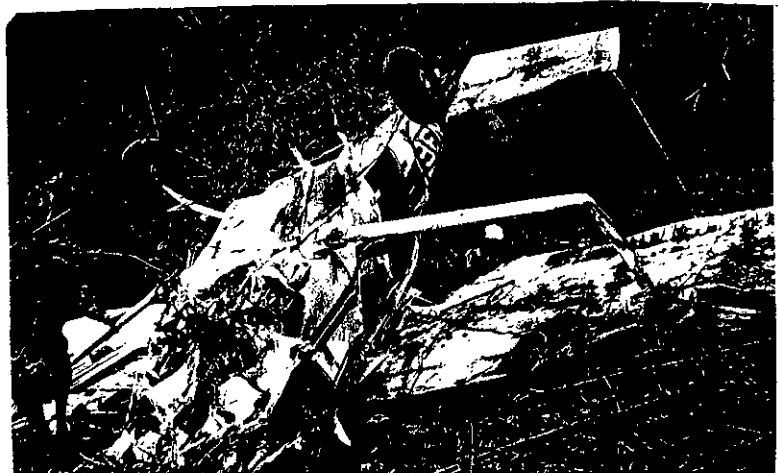
The crash site:

The aircraft crashed on a thickly wooded, steeply banked ridge at 7560 feet on Monduli range of Mountains. The general landscape in the vicinity is made up of ridges, craters and gorges with thick tropical vegetation. There is also heavy undergrowth which makes movement on foot extremely difficult.

Examination of the wreckage:

It was clear from the distribution of the wreckage that the right wing first collided with a tree subsequent to which the aircraft landed on the nose leg and the propeller. The nose leg and the propeller separated and the aircraft somersaulted. After sliding on its back for about 150 feet it came to rest upside down. There was no fire.

The damage to the propeller showed that it was under power when it impacted the ground. This was also confirmed by the position of the throttle lever in the cockpit. The flap lever was in the "up" position. The damage to the aircraft was most severe in the forward section. The damage to the cabin and the aft fuselage sections was relatively less severe.



The weather:

At the time when N36MS took off the fog around the Arusha area had already cleared giving way to a bright sunny day. However, it was established from the surviving passenger and from the natives of Monduli Juu that there was thick fog around the Monduli Mountains which did not clear till sometime before noon. By the time of the accident the aircraft should have been flying under very limited visibility.

The flight crew:

The pilot, a New Zealand national, was first employed by FMS in March 1998. He had since flown 93 hours with this Operator. He had flown from Arusha to Loliondo four times all with another pilot. The accident flight was the first one on this sector that he flew solo.

The circumstances leading to this accident are being investigated.