



AIB Bulletin

AIB Bulletin No: 22/98	Ref: CAV/ACC/22/98	Category: 1.3
Aircraft Type and Registration	Piper PA 34-200T 5H-JET	S/N 7870345
No & Type of Engines:	2 Continental LTS10 - 360 EB	
Year of Manufacture:	1978	
Date: & Time (UTC):	26 October, 1998 at 1335 hours	
Location:	Ziwandu airstrip, Selous (0741.27S 038 08.21E)	
Type of Flight:	Air Charter	
Persons on Board.	Crew - 1	Passengers -4
Injuries:	Crew - Nil: Passengers Nil	
Nature of Damage:	Substantial	
Commander's Licence:	ATPL	
Commander's Age:	46 years	
Commander's Experience	12,200 hours (of which 66 were on type) Last 90 days - 145 hours Last 28 days - 46 hours	
Information Source:	Telephone call from Operator	

On 26 October 1998 at 1255 hours 5H-JET took off from Dar es Salaam for a charter flight to Ziwandu in the Selous Game Reserve. It was carrying one pilot and four passengers. The aircraft was flying under visual flight rules and the estimated time of arrival was 1325 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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The day was bright and sunny with the temperature around 29⁰ degrees Celcius at Dar es Salaam. The flight to Ziwandu was uneventful.

On reaching Ziwandu the aircraft flew overhead the airstrip to scare away the animals. A vehicle had also been sent from the nearby camp to chase animals away from the runway. The vehicle was seen (by the pilot) parked at the edge of the runway.

At about 1335 hours 5H-JET landed on runway 18. Shortly after touchdown a number of impallas were seen crossing the runway and the pilot made a successful overshoot. He subsequently made a fresh approach to runway 18.

A passenger who was in the seat just behind the commander said that the aircraft came in with flaps about halfway, was a bit too high and too fast. It bounced on touch down and when it regained the ground something appeared to fall from the windscreen. The aircraft swayed from side to side and the pilot finally applied power and initiated a climb out. 5H-JET made a successful landing on the third attempt and taxied to parking position on its own power.

A vehicle driver who was at the edge of the runway testified that the aircraft bounced on the second attempted landing and the right propeller struck the soil when the aircraft regained the ground.

Examination of the aircraft showed that the right propeller had its blade tips bent from ground strike. The nose leg had pushed its way through the fuselage causing the wind screen to partially separate from the fuselage. Two lower frames supporting the nose landing gear were also found broken.

In the course of the investigation it was found that the nose baggage door was damaged. This damage could not be attributed to this particular accident. The pilot said that the damage occurred on 23 October 1998 when the door opened during the take-off roll. He took off, made a circuit, and landed at Dar es Salaam. After a baggage handler had closed the door on the ramp the aircraft took off again for Raskutani. Eye witnesses who saw the landing (with the baggage door open) said that on touchdown the aircraft became so engulfed in smoke that the fire brigade was alerted. There was no fire.

The aircraft wing tip was also found damaged. This damage could also not have originated from the landing accident. It was later established that the aircraft had collided with a vehicle at Raskutani 40 minute after the door incident at Dar es Salaam.

The two incidents above were not logged in the aircraft technical log book. Nor were they reported to DCA.

The circumstances of this accident are being investigated.