



THE UNITED REPUBLIC OF TANZANIA
Ministry of Communications & Transport
TANZANIA CIVIL AVIATION AUTHORITY
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AIB Bulletin

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| AIB No.3 | Ref. CAV/CC/3/04 | Category: 1.2 |
| Aircraft Type: | Cessna 404 Reg. 5H-ZAY | Serial No. 0207 |
| No. And type of Engines: | Two Continental GTSIO-520M | |
| Year of Manufacture: | 1978 | |
| Date and Time: | 15 March 2004 at 1130 hours | |
| Location: | Arusha Airport | |
| Type of Flight: | Scheduled flight | |
| Persons on Board: | Crew- 1 Passengers - 9 | |
| Injuries: | Crew- Nil Passengers - Nil | |
| Nature of Damage: | Damage was confined to the left propeller and the left wing underside. | |
| Commander's Licence: | CPL | |
| Commander's Age: | 51years | |
| Commanders Experience: | 8200 hours of which about 2000 were on type. | |
| | Last 90 days: 250 hours | |
| | Last 28 days: 106 hours | |
| Information Source: | Telephone call from Arusha ATS | |

ALL TIMES UTC

History of the Flight

The aircraft was operating a company scheduled flight from Arusha to Zanzibar. It was carrying one pilot and 9 passengers. The take-off roll was normal. When rotation was initiated at 91KIAS the pilot heard a loud bang from the position of the left main landing gear. The loud bang was also confirmed by some eye witnesses at the Arusha airport apron. The take-off was continued. Shortly after becoming airborne 5H-ZAY flew abeam the Arusha Tower and the controller told the pilot that the left main landing gear was swinging to and fro like a pendulum. However, the cockpit indicators were showing three greens, an indication that the landing gear was down and locked.

The pilot subsequently chose to fly with the landing gear down straight to Dar es Salaam where the aircraft maintenance base is located. Dar es Salaam International Airport was also best equipped for the potential emergency during the landing.

The aircraft reached Dar es Salaam at 1325 hours and the pilot briefed the passengers of the emergency. He chose to land on runway 14. He reported to have feathered the propellers and put off all the switches shortly before touch down. The aircraft was observed to execute a normal touch down and proceeded to roll on all three landing gears. However, as the ground roll progressed it was observed to sway to the left and finally came to rest on grass at the edge of the runway.

There were no injuries to the occupants and there was no fire. Damage to the aircraft was confined to the left propeller and the left wing under surface.

EXAMINATION OF THE WRECKAGE

The damage to the aircraft was consistent with the left main landing gear retracting during the landing roll. Examination of the left main landing gear assembly showed that the piston in the left main landing gear shock strut had separated from the barrel, leaving the landing gear assembly hanging loose. This appears to have occurred when the aircraft was taking off from Arusha, probably at the time when the loud bang was heard. The piston was also damaged when it scraped the ground during the landing roll.

ARUSHA AIRPORT

Arusha airport, elevation 4550 feet, has one runway 09/27 which is 1639 meters long and 32 meters wide. At the time of the accident the runway had a run down tarmac surface which had some pot holes. Some pot holes had been filled with portland cement. The runway surface was uneven and also showed signs of chicken-wire cracking at a number of points.