



AIB Bulletin

AIB Bulletin No. 3 **Ref: CAV/ACC/3/05** **Category. 1.1**
Aircraft Type: IL 76TD **Reg:** ER-IBR **Serial No:** 0043454623 Ser 4106
No. and Type of Engines: Four Aviadvigate D30KP-2
Year of Manufacture: 1984.
Date and Time (UTC): 23rd March 2005 at 2005hrs
Location: Lake Victoria, about 2 km beyond the end of runway 30 of Mwanza airport.
Type of Flight: Air Charter, cargo.
Persons on Board: **Crew - 6** **Passengers - 2**
Injuries: **Crew – 6 killed, Passengers – 2**
Nature of Damage: Aircraft destroyed by impact with water.
Commanders License: MDTA (ATPL) .
Commander's Age: 54 years
Commander's Experience: 11,609 hours of which 8,939 were on the type.
Last 28 days: 70 hours
Last day: 4 hours

Information Source: Telephone Call from Mwanza ATS.

SUMMARY.

The aircraft was taking off from Mwanza airport, Tanzania, for a flight to Khartoum, Sudan. The ground roll appeared normal and ER-IBR was observed to take off towards the end of runway 30. However, the aircraft disappeared from sight shortly after take off. Efforts to raise the aircraft on the radio failed. The wreckage was later seen by fishermen in Lake Victoria, about 2 km beyond the end of runway 30. There was no fire but all the 8 occupants were killed. The aircraft was destroyed by the impact with water

HISTORY OF THE FLIGHT

On 23 March 2005 at 0533 hours an Ilyushin IL-76 cargo transport jet with the Republic of Moldova Registration letters ER-IBR landed at Mwanza on a flight from Benghazi, Libya. It was carrying a crew of 6 and 2 passengers who were later involved in the accident.

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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While at Mwanza, some 50,000 kg of fish fillet was uplifted. At 1930 hours the commander filed a flight plan for Khartoum. The endurance was 0450 hours. The cargo manifest showed that ER-IBR was operating Air Trans Inc. Flight RIN 982 from Mwanza to Osijek, Croatia with refueling stops at Khartoum and Benghazi.

At 2000 hours the aircraft was given the information relevant for take off and the departure clearance. ER-IBR subsequently advised that she was starting the take-off roll. This was the last communication received from the pilot.

The aircraft was observed to execute a normal take-off roll on runway 30, which ends only 120m from Lake Victoria. After observing that the aircraft was airborne, the controller, who was viewing the aircraft from the Tower balcony, reported that he returned to the Tower to complete the flight progress strip. Having done so, he reported to have lost visual contact with the aircraft that was supposed to be in the climb profile over the lake. Efforts to raise the aircraft on the radio failed. In about two minutes from the time that the aircraft was airborne, he saw a fire tender speeding along runway 30. It was then that he realized that the flight may have ditched.

The Mwanza fire services were not equipped for operations in the lake. They were therefore unable to reach the aircraft, which was about 2 km into the lake.

It was the fishermen in the vicinity of the crash site who saw the aircraft crashing in the lake. They proceeded to the crash site in fishing boats and brought back some documents (flight manuals and wiring diagrams) which they found floating near the wreckage. They also reported that the aircraft was floating up side down since only the pair of wings was visible.

THE WEATHER.

The weather at the time of take-off was described as Fair. The METAR report at 2000 hrs indicated that the temperature was 20 degrees Celsius and the dew point was 19 degrees Celsius. The wind was calm and the visibility was 10km. The QNH was 1018.3hPa (30.07 inches); QFE 888.1, 26.22 inches and QNE 3,600 feet.

The cloud base was given as Few 019, Few CB at 2,000 ft and Broken Clouds at 10,000 ft.

THE WRECKAGE.

On 24th March 2005 the wreckage was found about 1.5nm beyond the end of Runway 30 and about 200m to the left of the extended runway centerline.

The wing assembly had partially separated and was floating, being held to the fuselage by cables. Divers reported that the fuselage was under water and had broken into four pieces: the cockpit, front section including the cockpit, the mid-fuselage section and the tail assembly. The divers also said that the cockpit was fragmented.

The pair of wings appeared nearly complete. The leading edge slats were deployed. However, the flaps were up and without any visible impact damage.

FIRE SERVICES.

The Mwanza Fire Services reported that they started a fire engine at the Fire Station as soon as the aircraft started its engines on the apron.

They watched the aircraft as it backtracked on runway 30 to the threshold. The aircraft was heard applying full power on brakes for sometime before take-off was initiated. It subsequently gained speed in a normal way along runway 30.

ER-IBR was later observed to lift off the ground and rise momentarily, subsequent to which it proceeded to fly level along the lake. Firemen reported that moments later, the sound of the engines stopped abruptly and the aircraft was seen to descend. A loud bang was heard and the aircraft disappeared. The fire engine followed the aircraft at high speed along the Runway up to the lake but nothing was seen.

SURVIVAL ASPECTS

Four bodies were recovered by divers from what they called “ the remains shattered cockpit”. These belonged to the main cockpit crew as well as the loadmaster. The body of the navigator, who was alone in the auxiliary cockpit, was not recovered. However, some parts of the body, including two arms and some abdominal organs were found floating in the lake two days after the accident. On that same day fishermen found one more body

MWANZA AIRPORT.

Mwanza airport, elevation 3760ft, has one Runway, which is 3,300m long, and 45m wide. The surface is tarmac and was in very good condition at the time of the accident. Lake Victoria is about 120m from the end of Runway 30. Cargo aircraft, notably IL76s, prefer to take-off from runway 30 except when there is a strong tail wind.

Further investigations are being carried out in order to establish the causal factors of this accident.

