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MINISTRY OF COMMUNICATIONS AND TRANSPORT

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AIB Bulletin

AIB Bulletin No: 4/97	Ref: CAV/ACC/4/97
Aircraft Type	Cessna 404
Registration	5H-PAV
No & Type of Engines	Two Continental GTSIO-520M
Year of Manufacture	1980
Date & Time (UTC)	01 May 1997 at 0858 hours
Location	Bukoba Airport
Type of Flight	Scheduled Service
Persons on Board	Crew - 1 Passengers - 10
Injuries	Crew - 1 Passengers - 2
Nature of Damage	Aircraft substantially damaged.
Commander's Licence	Commercial Pilot's Licence
Commander's Age	42 Years
Commander's Flying Experience	7000 hours
Information Source	Telephone call from Mwanza ATS

On 1 May 1997 at 0809 hours a Cessna 404 with registration letters 5H-PAV and flight number PF 012 took off from Mwanza airport on a scheduled flight to Bukoba. It was carrying one pilot and ten passengers. The endurance was 0400 hours and the estimated time of arrival at Bukoba was 0840 hours. According to the flight plan filed at Mwanza the cruising altitude was FL85 (8500 feet above mean sea level).

One passenger said that the pilot briefed the passengers about the weather shortly before take off. He said that it was raining at Bukoba but the aircraft had enough fuel to return to Mwanza. The pilot also told them to fasten their seat belts.

The initial phase of the flight was normal. When the aircraft was halfway in the flight it encountered heavy rains. The pilot had to divert south in order to avoid thick clouds which were to be seen directly ahead.

Several minutes after the aircraft had emerged from the clouds an island as well as a western coast line became visible. The pilot pointed to the visible terrain and said "here is Bukoba".

He made a circuit and initiated an approach from the mainland in the direction of the island. However this raised doubt to the passenger who was in the co-pilot's seat. This passenger turned to the passenger who was seated behind him who immediately confirmed that the area was Kemondo, 20 miles south of Bukoba. It was later established that 5H-PAV had been approaching part of a road at Kemondo whose tarmac surface had been bulldozed.

This 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 pilot subsequently abandoned the approach and headed north flying over land. There were clouds but the passengers could see the banana and coffee trees below. When the aircraft turned east Bukoba was seen.

The aircraft was reported to have flown across the runway from the South West, turned left, climbed over the Nshambya hills (appendix 1) and made an approach to runway 13. On short finals the pilot said that he could not see the strip. He overshot and made a second approach to runway 13.

One passenger said that as the aircraft approached the runway the aircraft started drifting to the left of the direction of the runway centre-line. The pilot again said that he had lost sight of the runway. The passenger who was in the co-pilot's seat pointed to the runway which was clearly visible on the right. The pilot immediately executed a right turn whilst descending.

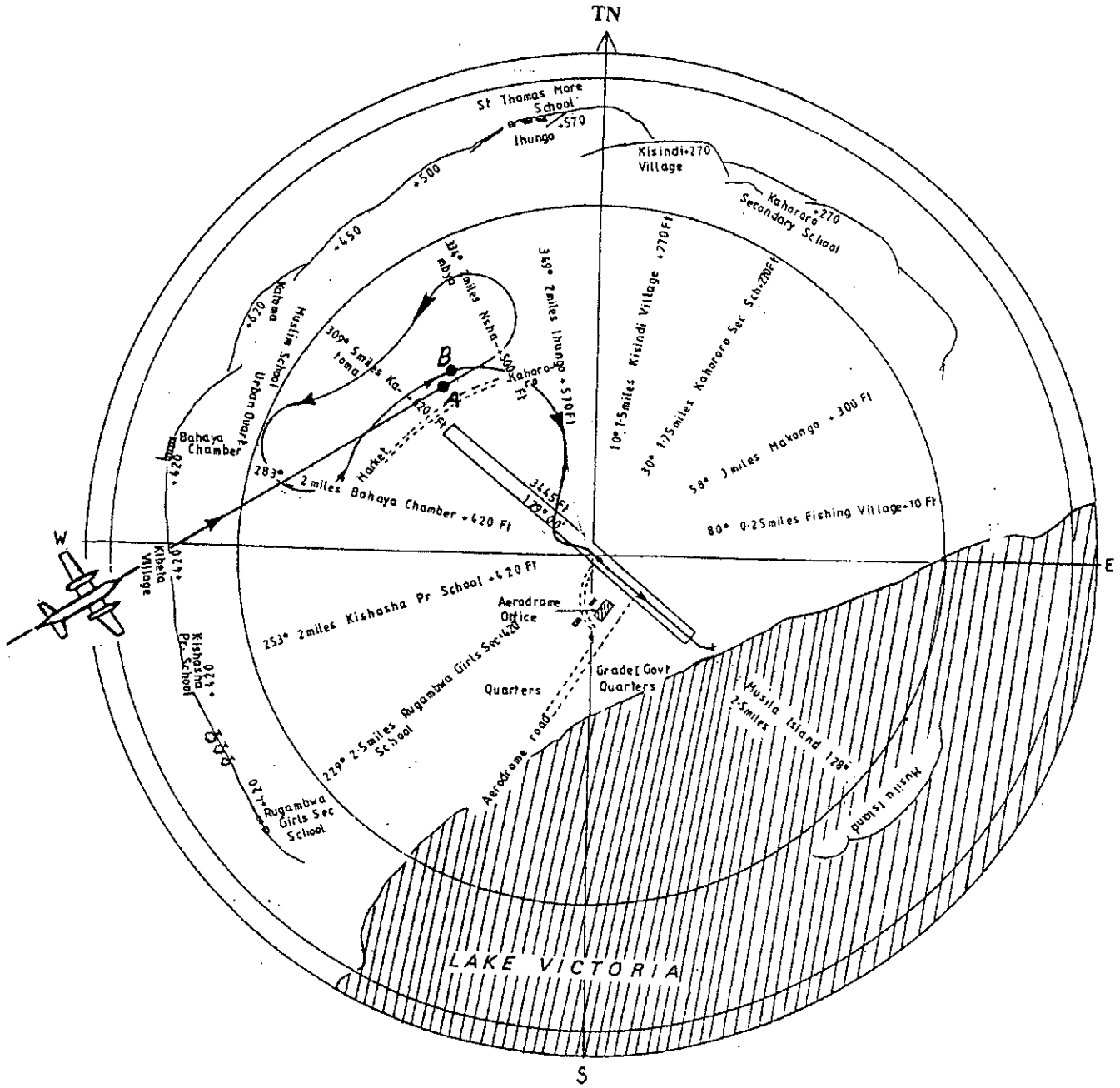
According to a passenger who was in the seat just behind the pilot the aircraft touched down at the end of a turn at some point beyond the middle of the runway. It subsequently rolled down the runway and ran over concrete markers designating runway 31. Just beyond the end of the runway it ran over bumps and became momentarily airborne. 5H-PAV subsequently landed on its nose gear which collapsed causing the nose to plunge into a ridge and the aircraft to come to a sudden stop 31 metres from the lake.

There was no fire but the aircraft sustained substantial damage to the nose section and the propellers. Two passengers who had not fastened their seat belts were shot forward into the aisle, one of them breaking the back rest of the pilot's seat. They complained of aches and pains two days after the accident. The pilot was seriously injured. He could not be interviewed because he had not sufficiently recovered.

At the time of the accident the visibility at Bukoba was reported to be over 10 km and the temperature was 20 degrees Centigrade. It was drizzling and the runway was wet from heavy rains that had been falling in that area.

The Chief Inspector of Accidents had ordered an inspector's investigation into the circumstances of this accident.

APPENDIX 1
 Estimated aircraft ground track



BUKOB
 BEARING FROM TRUE NORTH
 HEIGHTS OF SUMMITS IN FEET ABOVE
 AERODROME LEVEL
 DISTANCE IN MILES