



AIB Bulletin

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Aircraft Type and Registration : Boeing 737-200, 5H-MRK, S/N 21711
No & Type of Engines :2 Pratt & Whitney JT8D-17
Year of Manufacture :1978
Date: & Time (UTC) :26 May 1999 at 0531 hours
Location :Enroute Dar es Salaam/Mwanza
Type of Flight : Scheduled flight
Persons on Board : Crew - 7 Passengers - 63
Injuries : Crew - Nil Passengers - Nil others - N/A

Nature of Damage : Substantial damage to left engine

Commander's Licence :ATPL

Commander's Age :45 years

Commander's Experience :10,000 hours
Last 90 days 170 hours
Last 28 days 50 hours

Information Source : Telephone call from Air Tanzania.

The aircraft was operating Air Tanzania flight ATC 530 from Dar es Salaam to Mwanza. Take-off from Dar es Salaam was initiated at 0320 hours. The Commander said that when the aircraft was accelerating through 60 knots the No.2 engine (the RIGHT engine) EPR indication shot up to 2.5. He immediately aborted the take off roll and taxied the aircraft back to the ramp.

Air Tanzania engineers established that the No.2 engine PT2 probe was blocked. When this probe was blown with pressurized air, pieces of fresh grass came out and normal indications where restored.

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 grass on the edges of the runway had recently been cut short but this grass was not removed. It was suspected that this grass was blown by wind on to the runway and was subsequently sucked into the engine.

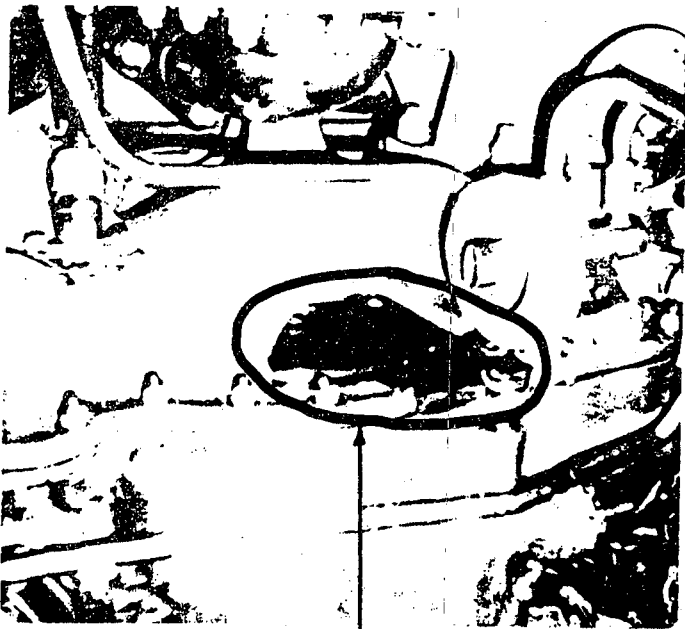
5H-MRK took off again for Mwanza at 0452 hours. The initial phase of the flight was normal and the aircraft leveled at 31,000 feet. At 0531 hours a loud bang was heard from the left engine (No.1 ENGINE) followed by loss of power. The pilot shut down the engine and diverted to Kilimanjaro International airport where he landed safely 15 minutes later.

Whilst taxiing on the apron at Kilimanjaro fuel was observed spilling out of the left engine. Passengers were disembarked quickly without further incident. By this time about two tons of fuel had been lost through spillage.

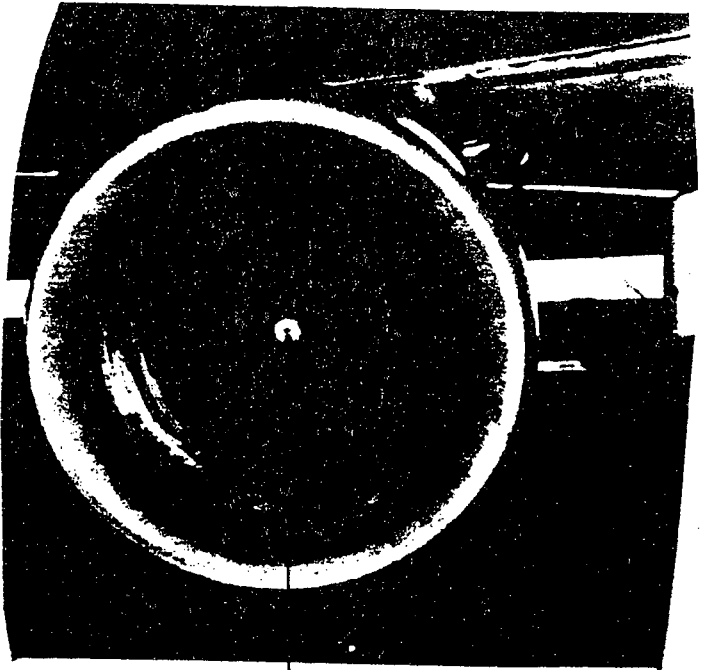
Examination of the left engine showed that a bevel gear in the gearbox assembly had fractured and punctured the front gearbox housing. The released debris had damaged the fuel control unit causing fuel spillage. The fuel pump and the engine nacelle were also found damaged.

Further examination of the failed gear wheel showed signs of a fatigue crack on the fracture surface. The engine (Serial No. P 88466) had logged 25,513 hours since new and 8519 hours since overhaul. It had 1,481 hours remaining (before the next overhaul).

The manufacturer has been informed about the incident and further investigations are in progress.



Punctured
Gearbox
Housing



PT2 Probe
on JT8D-17 engine