



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATION & TRANSPORT
ACCIDENT INVESTIGATION BRANCH

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AIB Bulletin

AIB Bulletin No. 6/01

Ref: CAV/CC/6/01

Category: 1.3

Aircraft Type & Reg: Piper PA34-200T Reg: 5H-AZT Serial No.7570151

No. & type of Engines: 2 TCM TSIO - 360-EBI/EBIB

Year of Manufacture: 1975

Date and Time (UTC): 17/08/2001 at 0902

Location: Zanzibar Airport (061 40 S 039.16 E)

Type of Flight: Scheduled flight

Persons on Board: Crew - 1 Passengers - 4

Injuries: Crew - Nil Passengers - Nil

Nature of Damage LH propeller was damaged on striking the tarmac, both lower and upper side of the left wing, left main gear and the rear fuselage undersurface were found damaged

Commander's License: CPL.

Commander's Age: 25 years

Commander's Experience: 1330 hours of which 265 were on type
Last 90 days 193.3 hrs
Last 28 days 92.2 hrs

Information Source: Telephone call from Dar-es-salaam ATS.

ALL TIMES UTC

The aircraft took off from Mtemere on a return leg from a scheduled flight, which originated from Zanzibar to Mtemere via Mbuyu. On its outbound flight the aircraft took off from Zanzibar at 0405 on VFR flight carrying one pilot and four passengers.

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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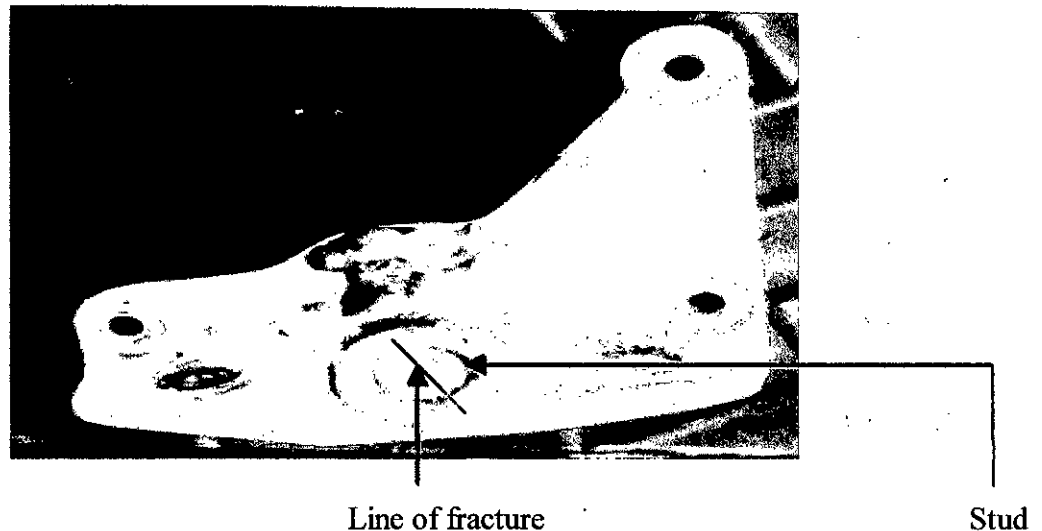
The fuel endurance was 3.2 hrs for the round trip. The aircraft landed at Mbuyu at about 0710 where all the passengers disembarked before proceeding solo to Mtemere. The aircraft took off from Mtemere at about 0820, ETA Zanzibar to be about 0910 carrying one family of four passengers with their personal belongings of about 40 kg and fuel endurance of about 2.2 hrs.

The pilot said that the weather on both segments was fine with clear skies. He landed safely at Zanzibar Airport on runway 18 at about 0902 and the aircraft rolled smoothly past taxiway bravo (center taxiway) about 600 meters from the threshold and 50 meters past taxiway bravo. He steered the aircraft almost 15 degrees to the left when the landing roll was completed to initiate a backtrack for taxiway bravo and to the apron when he heard a bang and realized that the left propeller was striking the tarmac. He immediately carried out an emergency engine shut down.

The rescue operation was performed in collaboration with the airport fire services and an ambulance was provided to carry the crew and his passengers to the terminal building. There were no injuries. Although there was some delay in the rescue operation due to security problems the operation was performed successfully.

Examination on the aircraft

Examination on the aircraft indicated that the LH main gear side brace stud had suffered a fatigue fracture. This caused the LH main gear to collapse resulting into the left propeller strike and the aircraft resting on its left wing. These caused damage to the left main gear, left propeller, the left wing both the undersurface and the upper surface which was pierced by the gear actuator rod and the rear bottom of the fuselage which was scratched.



The crash site

Tarmac surface on the runway at Zanzibar Airport. There was minor damage to the runway surface.

The circumstances leading to this accident are being investigated.