



AIB Bulletin

AIB Bulletin No. 7/00	Ref: CAV/CC/7/00	Category: 1.3
Aircraft Type & Reg.	Cessna 206 5H-CTL	Serial No. 01988
No. & type of Engines:	One Continental IO – 520F	
Year of Manufacture:	1973	
Date and Time (UTC):	30 July 2000 at 1515 hours	
Location:	Utete airstrip, Rufiji District Tanzania Lat. 07° 59' 97.6" S Long. 038° 45' 54.8"E"	
Type of Flight:	Air Charter	
Persons on Board:	Crew – 1	Passengers – 4
Injuries:	Crew – Nil	Passengers - Nil
Nature of Damage:	Substantial damage to the propeller, nose landing gear and fuselage underside structure. Damage considered beyond economic repair.	
Commander's Licence:	CPL	
Commander's Age:	28 years	
Commander's Experience:	1356 hours of which 216 were on type Last 90 days 139 hrs Last 28 days 69 hrs	
Information Source:	Telephone call from Rescue Co-ordination Centre.	

ALL TIMES UTC

5H-CTL was flying from Dar es Salaam International Airport to Utete under visual flight rules. It was carrying one pilot and four passengers.

The pilot said that he took off from Dar es Salaam at 1400 hours. The flight to Utete was uneventful. On reaching the airfield he flew over to ascertain the condition of the airstrip. One eyewitness who was also the aerodrome attendant was at the edge of the runway at the time of the attempted landing. He testified that he saw the aeroplane approaching as if it was going to land on runway 09 but overshoot, thereafter attempted approach to runway 27 and overshoot twice before it finally landed.

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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5H - CTL landed 150metres beyond the beginning of runway 27. It continued to roll till it overran the end of the runway and plunged into a road running just beyond the runway. The road is five feet below the elevation of the runway and runs perpendicular to directions 09/27. The aeroplane came to rest on the road.

There was no fire and the occupants disembarked without injuries. The aeroplane sustained substantial damage to the nose landing gear, the propeller and the fuselage underside structure.

According to eyewitnesses the weather at Utete was good, visibility over 10 km and the runway was dry. There had been a light rain in the morning.

Utete airstrip, elevation 230 feet has one runway 09/27 which is 630 metres long and 15 metres wide. The surface is compacted soil with sand and stones. Some stones weigh nearly one kg.

There are ridges rising to 2 feet at some locations on both sides of the runway. Mounds of earth were piled at the end of runway 27. There are tall trees just beyond the end of runway 09 and a road running five feet below the elevation of runway 27 and just beyond its end. Runway 27 has an uphill gradient.

Tyre marks attributable to 5H-CTL showed signs of skidding about 250 feet before the end of the runway. However no signs of heavy braking were noticeable.

The circumstances of this accident are being investigated.

