



He further testified that a few seconds after touch down he "hit a hump running across the runway" and got airborne again subsequent to which he made a heavy landing.

On inspecting the aircraft after landing at Chankonde he saw that there was no damage except for the nose landing gear oleo strut, which appeared to have shortened. Take-off for Dar es Salaam was initiated at 0930 hours with the pilot flying solo. On retracting the landing gear the green gear down lights went off but the red gear unsafe light remained on. The landing gear was recycled twice but the light remained on. However, the aircraft achieved the normal cruising speed, indicating that the gear was up but most probably not locked.

According to the pilot, when 5H-SAY was 20 n.m. short of Dar es Salaam there was light rain and he saw water seeping through the bottom of the windscreen into the cockpit. On landing at Dar es Salaam he discovered that the windscreen had partially separated from the fuselage and the nose landing gear support structure was protruding through the main body.

This accident was not reported to the A.I.B. By the time the Department learnt about the accident the aircraft was about to take off for a flight to Nairobi. The Tanzania Civil Aviation Authority impounded the aircraft at Dar es Salaam.

Further investigations into the circumstances of this accident are being conducted.