



# AIB Bulletin

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| <b>AIB Bulletin No. 8</b>                | <b>Ref: CAV/CC/8/06</b>                   | <b>Category: 1.2</b> |
| <b>Aircraft Type &amp;Reg:</b><br>BB1196 | Beechcraft BE 200, 5H-TZX                 | <b>Serial No.</b>    |
| <b>No. &amp; type of Engines:</b>        | Two Pratt & Whitney PT6A-42               |                      |
| <b>Year of Manufacture:</b>              | 1984                                      |                      |
| <b>Date and Time (UTC):</b>              | 10 August 2006 at 1406 hours              |                      |
| <b>Location:</b>                         | Morogoro Airstrip                         |                      |
| <b>Type of Flight:</b>                   | Air charter                               |                      |
| <b>Persons on Board:</b>                 | <b>Crew - 1</b> <b>Passengers - Nil</b>   |                      |
| <b>Injuries:</b>                         | <b>Crew - Nil</b> <b>Passengers - N/A</b> |                      |
| <b>Nature of Damage</b>                  | The left hand propeller damaged           |                      |
| <b>Commander's License:</b>              | ATPL                                      |                      |
| <b>Commander's Age:</b>                  | 52 years                                  |                      |
| <b>Commander's Experience:</b>           | 18,300 hours of which 270 were on type.   |                      |
|  | <b>Last 90 days:</b> 300 hours            |                      |
|  | <b>Last 28 days:</b> 110 hours            |                      |
| <b>Information Source:</b>               | Telephone call from the operator          |                      |

**ALL TIMES UTC**

## History of the Flight

On 10 August 2006 hours at 1406 hours 5H-TZX landed at Morogoro airstrip on a flight from Mtende. It was scheduled to pick passengers for a flight to Dar es Salaam.

The aircraft touched down at the threshold of runway 21 and rolled for about 700 meters before it came to rest. When the aircraft was being taxied to parking position on the left of the runway, the pilot heard a loud bang. The left propeller was chopping a concrete tie

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*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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down block.

Two aircraft tie down blocks had been moved closer to the edge of the runway from their normal position at the parking area and a rope tied to metal rings on each block and stretched between them in order to stop cars from trespassing across the runway to the hanger on the opposite side.

The pilot shut down both engines after hearing the bang and observing a splash of oil from the propeller being sprayed to the left hand side of the fuselage. On disembarking the pilot found that the left propeller had hit a concrete tie down block damaging the blades and the hub.

At the time of landing, the Tanzania Airport Authority airstrip attendant had already left as he normally works between 0430 and 0030 hours. Though the attendant is not a qualified marshaller, he assists in directing aircraft to parking positions whenever he is around at the airstrip. Two airstrip guards present at the time of the occurrence. They could not give any assistance as directing aircraft was not their duty.

### **Examination of the Damage**

Examination of the left propeller revealed that two of the blades had their tips bent rearwards (About 3 inches) and had lost some of the metal through impact with the concrete block. The remaining blade was more extensively damaged. It had worked loose in the hub and its counter weight had broken off. This same blade had lost a considerable amount of metal at the tip; the corresponding retaining rings on the hub had also broken up. It was evident from the damage that this was the first blade to strike the block. The propeller spinner was also damaged by concrete pieces thrown by the blades. The hub was also found damaged and it was leaking. The LH engine nacelle was dented underneath on the outer side.

### **The weather**

Weather was not a factor in this incident.

### **Safety Recommendations**

1. Operators should, as far as feasible, ensure that before landing on an airstrip there should be an attendant to meet the aircraft.
2. Means of communication shall be established to ensure that the attendant is aware of aircraft operations beyond his working hours.
3. TAA should improve manning of the airstrip to avoid such unilateral actions taken by other users of the airstrip e.g. placement of the blocks to prevent car movements.
4. Any obstacles placed in the apron or any part of movement area need should be marked in accordance with provisions of Annex 14.