



AIB Bulletin

AIB Bulletin No. 8 **Ref.:** CAV/ACC/8/95 **Category:** 1.3
Aircraft Type & Reg.: Cessna 185 **Reg.** D-EHAT **Serial No.**
No. & type of Engines:
Year of Manufacture:
Date and Time (UTC): 20 April 1995 at 0540 hrs
Location: Kiweni Island South of Pemba
Type of Flight: Private
Persons on Board: **Crew -** 1 **Passengers - Nil**
Injuries: **Crew -** Minor **Passengers - N/A**
Nature of Damage: The aircraft sunk in sea water (and was destroyed)
Commander's Licence: PPL
Commander's Experience: Over 2,600 hours

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The aircraft had just taken off from Pemba for a VFR flight to Dar es Salaam. The pilot said that as he climbed through 1,000 feet and was approaching the coast line of Kiweni Island he switched tanks from left to right. The engine started firing intermittently. Effort to switch on the electric pump and change tanks did not help. The aircraft started losing altitude. At 500 feet the engine stopped. The pilot subsequently ditched in the sea near the Kiweni Beach. He made a successful ditching and the aircraft came to rest in about 5 feet of water. The pilot subsequently opened the door and walked to the beach. He suffered a minor back injury. He was rescued by fishermen who took him to a camp located 25 minutes away. The mechanical damage to the aircraft was superficial. However, the aircraft was destroyed by the chemical reaction caused by immersion in sea water.

Examination of the right wing showed that the fuel cock was missing and the fuel tank was open. The cock chain was still present and there were no signs of the fuel cock having separated in air. The pre-flight inspection at Pemba did not include the inspection of the wing top surface.

The aircraft was last refueled at Dar es Salaam on 18 April 1995. It flew to Pemba on that day. On 19 April 1995 it took off for Dar es Salaam but had to return to Pemba due to bad weather. It night stopped at Pemba, attempting the last flight to Dar es Salaam on 20 April 1995.

There were heavy rains while the aircraft was parked at Pemba Airport. The absence of the fuel cock on the right tank may have led to fuel contamination.

The circumstances of this accident are being investigated.