



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT

ACCIDENT INVESTIGATION BRANCH

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
P.O. BOX 2819
DAR ES SALAAM

AIB Bulletin

No.8/97

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Aircraft Type : Cessna 404
Registration : 5H-ZAY
Year of Manufacture: : 1978
Date and Time (UTC) : 4 August 1997 at 1642 hours.
Location : Dar es Salaam International Airport.
Type of Flight : Air Charter
Persons on Board : Crew - 1 Passengers - 12
Injuries : Crew - Nil Passengers - Nil
Nature of Damage : Substantial damage to aircraft belly, propellers and carry-through spar.
Commander's Licence : Commercial Pilot's Licence.
Commander's Age : 58 years
Commander's Total Flying Experience : 3300 hours
Information Source : Telephone call from Dar es Salaam ATS.

The aircraft was operating a charter flight having picked 12 passengers from Dar es Salaam to Zanzibar. It took off from Dar es Salaam International Airport at 1521 hours and flew under visual flight Rules. It had 13 occupants on board.

The aircraft flew from Dar es Salaam to Zanzibar uneventfully. At 1552 hours the Zanzibar Controller advised Dar es Salaam Approach that 5H-ZAY was diverting to Dar es Salaam due to landing gear problem and believed there were more facilities to cope with the situation with an expected time of arrival at 1624 hours.

This 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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At 1624 hours the aircraft was requested to hold at Dar es Salaam to allow other landing aircraft while full emergency status was being instituted at the airport. At 1630 hours the pilot requested to make a low pass, so that someone could check if his landing gear was extended. The low pass was executed at 1632 hours. As it was already dark outside it was not possible to see the aircraft clearly and observe the position of the landing gear. At 1638 hours the pilot requested to come in for a belly landing as he was getting low on fuel.

The aircraft belly landed on runway 23, skidded on the Runway and finally stopped near taxiway W. The pilot and his passengers escaped unhurt but the aircraft sustained damage to both its propellers, both exhaust pipes, nose gear doors, nose wheel well from bulkhead, carry-thruspars, left inboard flap track, fuselage station 271.87, most of the avionics antenna, the pitot tube and several areas of the aircraft belly.

Preliminary investigation have discovered the rupture of the hydraulic output pressure flexible hose at its union on the hydraulic pump which led to complete loss of hydraulic fluid.

The circumstances to this accident are being investigated.