



AIB Bulletin

AIB Bulletin No. 9/00 **Ref.:** CAV/ACC/9/00 **Category:** 1.2
Aircraft Type & Reg. Beech BE-58 **Reg.** 5H-NAB **Serial No.** TH-789
No. & type of Engines: 2 Continental IO-520-CTB
Year of Manufacture: 1977
Date and Time (UTC): 12 August 2000 at 1147 hours
Location: Mamire airstrip, Tarangire near Babati
Lat. 04° 09' 66" S Long. 035° 55' 48"E
Type of Flight: Air Charter
Persons on Board: Crew - 1 Passengers - 2
Injuries: Crew - NIL Passengers - NIL
Nature of Damage: Extensive damage to both wings, propellers, landing gears and fuselage underside structure.
Commander's Licence: CPL
Commander's Age: 43 years
Commander's Experience: 8,300 hours of which 220 were on type
Last 90 days 86 hrs
Last 28 days 9 hrs
Information Source: Telephone call from the operator

ALL TIMES UTC

The aircraft was operating company charter flights to a number of destinations in the northern sector of Tanzania. It landed at Mamire airstrip at 1136 hours after a VFR flight from Kilimanjaro. The only two passengers disembarked here and another two boarded the aircraft for a flight to Ngorongoro.

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.

Short extracts can be published without specific permission providing that the source is dully acknowledged.

The commander said that all the previous flights were normal. On start up for the flight from Mamire to Ngorongoro the gear horn sounded. However the landing lights showed three greens and no red. The commander testified that since there were two short flights (25 minutes each) before returning to base in Arusha, he decided to fly gear down on the two remaining flight sectors.

At 1145 hours 5H-NAB started back-tracking on runway 08. About one minute into the taxiing the gear horn stopped. The aircraft was seen to initiate the take-off roll from the beginning of runway 08. Take-off for Ngorongoro was initiated at 1147 hours. The initial phase of the take-off roll appeared normal. The commander reported that when he was accelerating through 75-80kt the gear warning horn came on again and the aircraft immediately sunk to the ground and skidded to the left of the runway. He closed both throttle levers, cut off the mixtures and switched off the electricals. He subsequently opened the door and disembarked the passengers.

Eye witnesses who were standing near the end of runway 08 said that the aircraft rolled normally on the dusty runway. When it was already at high speed the left main landing gear was observed to retract into its well. The aircraft veered to the left and created a cloud of dust before it settled at the edge of the runway.

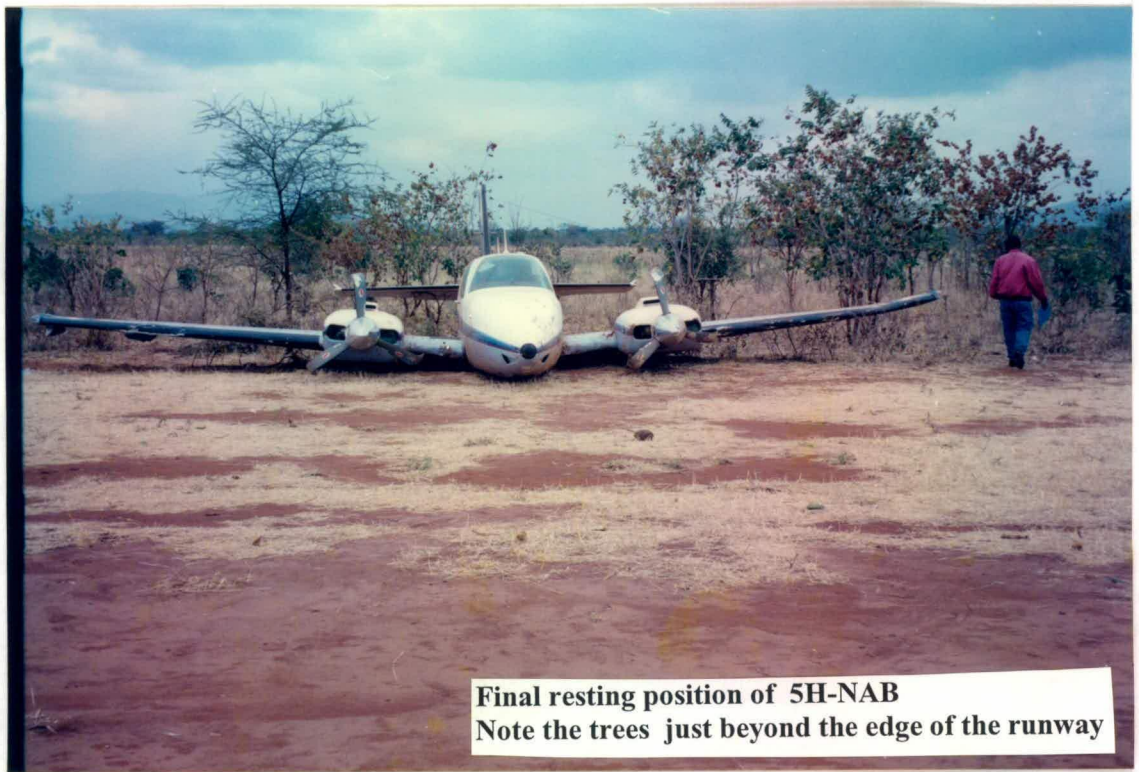
When the AIB inspectors arrived at the airstrip two days after the accident on 14 August, 2000, vehicles had been driven on the runway so that it became difficult to trace the tire marks which were attributable to 5H-NAB. However the first propeller ground strike marks (for one propeller) were found about 500 meters beyond the beginning of runway 08. They were in the middle of the runway. There were no further aircraft marks on the runway and the edges for a further 360 metres at which point tire marks re-appeared (five metres beyond the left edge of the runway) followed by ground strike marks of another propeller and the detached nose landing gear doors.

From the position where the nose landing gear doors were found the wreckage continued scrape the ground for a further 85 metres before it came to rest at the edge of the runway. As it did so, it collided with a number of small trees.

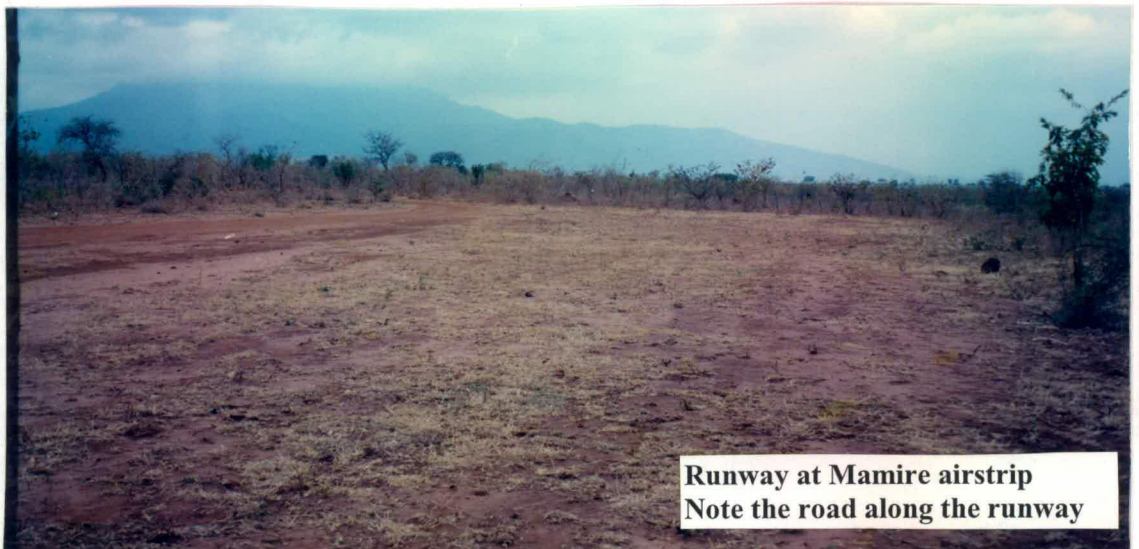
Fuel tanks were ruptured but there was no fire. All the three occupants escaped without injuries. The aircraft suffered extensive damage to its landing gear, both wings, both propellers and the fuselage underside structure.

When the aircraft was lifted up all the landing gears were found to have retracted in their wells. The left main landing gear was found to be up and locked. The remaining two landing gears had some linkages in their retraction mechanisms damaged so that they could only be manually pulled out of their wells.

Mamire airstrip, elevation 4000 feet has one runway 08/26 which is 1200 metres long and 20 metres wide. The surface is compacted red soil with many patches of dry grass. There are many small trees and large stones located just beyond the edges of the runway. The right hand side of runway 08 is used as a road.



Final resting position of 5H-NAB
Note the trees just beyond the edge of the runway



Runway at Mamire airstrip
Note the road along the runway