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AIB Bulletin

AIB Bulletin No. 9	Ref: CAV/ACC/8/04	Category: 1.3
Aircraft Type & Reg.	KITFOX CLASSIC 1V, 5H-MUT	Serial No. C95120133
No. & type of Engines:	ROTAX 912 UL	
Year of Manufacture:	1995	
Date and Time (UTC):	06 June 2004 at 0750 UTC	
Location:	Moshi Airport [03° 21' 74''S 37° 19' 64''E]	
Type of Flight:	TRAINING	
Persons on Board:	Crew - 1 Passengers - NIL	
Injuries:	Crew - NIL Passengers - NIL	
Nature of Damage:	Damage confined to the left main gear and the propeller.	
Commander's License:	PPL	
Commander's Age:	52 years	
Commander's Experience:	915 hours of which 10 were on type	
	Last 90 days 27 hrs	
	Last 28 days 11 hrs	
Information Source:	An e-mail from the operator.	

ALL TIMES UTC

Accident/Incident Sequence:

The Kitfox was on a training flight at Moshi Airport. The day was bright and sunny. It was carrying one pilot who was flying solo. The endurance was about 0300 hours and the aircraft was doing touch and go's. The pilot said that on the third touch down he made a heavy landing on runway 08, which caused the Kitfox to balloon. He failed to control it as it regained the ground. The impact broke the left main gear, subsequent to which the aircraft ground looped. The propeller struck the tarmac whilst under power, chopping off all the three wooden blades before the pilot could switch off the engine. The breakage of the left main landing gear caused the left wing tip scrape the tarmac before the aircraft came to rest at about 20 meters after regaining the ground at an angle of about 120° to the center line of the runway.

Physical inspection:

The physical inspection revealed the following:

- The forward left main landing gear tubular structure was broken and the remaining part of the undercarriage structure/strut was bent outwards rearwards.

- b) The propeller blades were all found broken; one of them up to its root. However the hub looked intact.
- c) The wing tip damage was superficial and was mainly on the skin/surface.
- d) The lower engine cowling was found cracked and bruised while the exhaust tail pipe was bent.
- e) The right main gear found slightly bowed outward from the leverage.
- f) The left undersurface of the doorframe came in contact with the ground but no damage was observed.

Probable causes of the accident:

Failure of the pilot to control the aircraft on touch down causing a hard landing.

- Lack of experience on the type.
- Lack of proper procedures for training on the (Microlight/Kitfox) homebuilt aircraft and on tail drag type.

Safety recommendations and Conclusion:

- Operator to develop training procedures in accordance to the requirements, which will cater for the homebuilt aircraft including the initial and continuation.
- Microlight Pilots to exercise great care when flying aircraft, which they have limited, experience in.
- Microlight Pilots should ensure they have obtained sufficient briefing on handling their aircraft especially when they have no recency.

The investigation into the causes of this accident has been closed.

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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