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AIB Bulletin

AIB Bulletin No. 9	Ref: CAV/ACC/9/01	Category: 1.3
Aircraft Type & Reg.	P68 Partenavia 5H-TZY	Serial No. 149
No. & type of Engines:	2 Lycoming IO-360 A1B6	
Year of Manufacture:	1977	
Date and Time (UTC):	22 October 2001 at 1320 hours	
Location:	Tunduru airstrip [11° 06.06'S 37° 21.96'E]	
Type of Flight:	Air Charter	
Persons on Board:	Crew - 1 Passengers - 4	
Injuries:	Crew - Nil Passengers - Nil	
Nature of Damage	Damage confined to the left main landing gear axle	
Commander's Licence:	CPL	
Commander's Age:	47 years	
Commander's Experience:	4000 hours of which 1500 were on type	
	Last 90 days 40 hrs	
	Last 28 days 15 hrs	
Information Source:	Telephone call from Dar es Salaam Air Traffic Services.	

ALL TIMES UTC

The aircraft was operating a charter flight from Tunduru to Dar es Salaam. It was carrying one pilot and four passengers. The endurance was 02:30 hours and the ETA was 1520 hours. The pilot said that the take off roll was normal. Shortly after he was airborne he applied brakes to stop the main landing gear wheels from rotating. It is at this moment that he felt that the left brake was not effective. Pumping the brakes did not help. At first he thought he had lost hydraulic fluid. A few moments later a passenger who was seated immediately behind the pilot reported that the left main landing gear wheel was missing.

The pilot asked the passenger to check the landing gear on the right hand side. The passenger subsequently told the pilot that the right wheel was in place. He also requested the pilot to make an immediate return to Tunduru. The pilot told the passengers that the flight would proceed to Dar es Salaam as planned. This was because Dar es Salaam International Airport was equipped with facilities for rescue and fire fighting. The flight was continued.

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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One observer at Tunduru airstrip who witnessed the separation of the wheel shortly after 5H-TZY was airborne telephoned a Dar es Salaam operator, Coastal Travels, and notified the incident. This operator passed the information to the Dar es Salaam ATS. A state of emergency at Dar es Salaam International Airport was declared and preparations were made for the aircraft to land on runway 14.

The pilot reported to have made a long flapless approach to runway 14, feathered the left propeller and touched down right main wheel first some 50 metres beyond the runway threshold. The flaps were kept up in order not to obstruct the door after the aircraft had come to rest.

The aircraft was observed to roll down the runway along the centre line with the left landing gear axle scraping the tarmac and generating sparks. After running about 600 metres it veered slightly to the left and came to rest on the runway about one metre from the edge. The pilot had unlocked the door on the final approach and the passengers were able to open the door and disembark immediately when the aircraft stopped.

There were no injuries among all occupants and the damage to the aircraft was confined to the left main landing gear axle.

The main landing gear wheel of the Partenavia is secured on the axle by two nuts. The two nuts have so far not been recovered by the investigators. However, the threads on the accident axle appeared to have been intact at the time of landing at Dar es Salaam since the axle only possessed impact and recovery damage.

The left main wheel was last re-installed at the last Check II inspection in August, 2001. 5H-TZY had since flown 129 hours and done over 200 landings.

Tunduru airstrip, elevation 2000 feet has one runway 11/29 which is 1000 metres long. The surface is sand and dust with gravel and loose stones.

The circumstances leading to this accident are being investigated.