



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT
ACCIDENT INVESTIGATION BRANCH

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DAR ES SALAAM

AIB Bulletin

AIB Bulletin No. 1 **Ref.:** CAV/ACC/1/01 **Category:** 1.1

Aircraft Type: Boeing 737-300 **Reg.** 5H-TCA **Serial No.** 24790

No. & type of Engines: 2 CFM 56-3C1

Year of Manufacture: 1990

Date and Time (UTC): 22 January 2001 at 1150 hours

Location: Dar es Salaam International Airport
(06° 53.10'S 039° 11.60'E)

Type of Flight: Scheduled Flight

Persons on Board: Crew - 8 Passengers - 65

Injuries: Crew - Nil Passengers - Nil

Nature of Damage: Damage confined to No. 1 nose landing gear tyre, No. 4 main landing gear tyre and one fan blade

Commander's Licence: ATPL

Commander's Age: 52 years

Commander's Experience: 15,000 hours of which 8000 were on type
Last 90 days 150 hrs
Last 28 days 44 hrs

Information Source: Telephone call from Dar es Salaam ATS

ALL TIMES UTC

The aircraft was operating Air Tanzania Flight TC 2711 from Dar es Salaam to Mauritius via Zanzibar and Moroni. It was carrying a crew of eight and 65 passengers.

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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Take-off for Zanzibar was initiated from the threshold of runway 05. The Commander said that when he was accelerating through 60-70kt the aircraft veered to the right. Efforts to correct this using the rudder and steering failed and he applied brakes and thrust reverses to abort the take-off. The aircraft crossed the edge of the runway and rolled on the grass/sand strip. As it did so the No. 4 main wheel tyre collided with a concrete block which was lying near a ground inspection chamber causing the tyre to burst. The aircraft subsequently veered to the left and stopped when it was about to regain the runway.

Tyre marks attributable to 5H-TCA indicated heavy braking on the nose wheel right from the runway centre-line and for the subsequent veer to the right. On entering the strip it scraped the sand surface and dug deeper just before the aircraft came to rest. However, the nose landing gear did not collapse in the accident sequence. There were also signs of heavy braking on the main wheel tyres. It was evident from the tyre marks on the ground and the tread damage to one tyre that the nose wheel had rotated on a vertical axis so that it was almost perpendicular to the direction of motion.

Eye witnesses who watched the flight from Terminal I reported to have seen the aircraft roll down runway 05 and as it gathered speed, it was seen to veer to the right and was engulfed by a storm of dust. The aircraft was subsequently seen to pitch down when it stopped just beyond the edge of the runway.

There was no fire and all the occupants remained calm. There were no injuries. Witnesses complained about the delayed arrival of the fire engines and ground handling trucks carrying steps for passenger evacuation.

Examination of the aircraft showed damage to the left nose wheel tyre, which lost all its tread but remained inflated. The No. 4 main landing gear tyre also showed signs of impact damage. One fan blade in the left engine was also damaged. Substantial quantities of sand and grass were ingested by both engines. However, boroscopic inspection revealed no internal damage. All engine parameters were found to be normal on ground run. Retraction tests were performed on the landing gear. No defects were found. The nose wheel steering system also functioned normally.

Further investigations into the circumstances of this occurrence are in progress.

