



AIB Bulletin

AIB Bulletin No. 4 **Ref.:** CAV/ACC/4/01 **Category:** 1.1
Aircraft Type: Antonov An 12 **Reg.** EK-46741 **Serial No.** 8345408
No. & type of Engines: 4 AI20M
Year of Manufacture: 1968
Date and Time (UTC): 21 July 2001 at 1240 hours
Location: Bulyanhulu airstrip, Kahama.
(03° 13.74'S, 032° 28.50'E)
Type of Flight: Air Cargo
Persons on Board: **Crew - 7** **Passengers - Nil**
Injuries: **Crew - Nil** **Passengers - N/A**
Nature of Damage: No visible damage to the aircraft. Damage to the fence located beyond the runway 09 stopway.
Commander's Licence: ATPL
Commander's Age: 49 years
Commander's Experience: Unknown
Information Source: Telephone call from the Dar es Salaam ATS

ALL TIMES UTC

The aircraft was operating a charter flight to carry some cargo from Nairobi, Kenya to Bulyanhulu Gold Mine in the Kahama District of Tanzania. It had a planned stop at Mwanza for customs clearance. The aircraft was carrying a crew of seven and 9.6 tons of mining equipment. The fuel endurance was about six hours.

EK- 46741 took off from Mwanza for the final leg of the flight at 1220 hours. The commander testified that the flight to Bulyanhulu was normal. When the aircraft flew overhead the airstrip, the crew observed from the windsock that the wind favoured runway 09. However, shortly before touchdown, he said, they realised that there was a tail wind of about 15 – 20 metre/sec. The commander further testified that he used brakes and selected reverse thrust to stop the aircraft.

EK-46741 continued to roll down the runway and when it became apparent that overrun was imminent he used the emergency brakes to no avail. The aircraft was observed to veer to the left of the centre-line before it overran the end of the runway. It came to rest in a bush some 185 metres beyond the end of the runway.

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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There were no injuries and the aircraft showed no visible external damage. The commander disembarked to inspect the aircraft and the surrounding area. He subsequently chose to taxi further forward into the bush (which consisted of tropical grass and small trees) in order to secure a good position for turning back to the runway. He did this successfully and offloaded his cargo on the apron subsequent to which he wanted to leave for Mwanza. When the owner of the airstrip informed the commander that the incident had been reported to the Tanzania Accident Investigation Branch (AIB) and that regulations required him to wait for further information from the AIB, he started the engines for immediate departure. Tractors had to be used to block cargo transport from leaving the apron.

Tyre marks attributable to EK-46471 indicated that the touchdown point was 1500 feet (460 metres) beyond the threshold of rwy 09. The aircraft rolled normally along the centre of the runway. The tyre marks showed that the aircraft veered to the left towards the end of the runway. There were no signs of skidding which should have resulted from the application of the emergency brakes.

Eye witnesses who were at the airport at the time of landing reported that they did not hear the sound of propellers going into reverse. Indeed had reverse thrust been available, the aircraft could have easily been brought back to the runway from the point where it came to rest in the incident sequence.

Eye witness reports said that at the time of the incident, it was sunny with a slight cross wind favouring runway 09. There was no rain at Bulyanhulu airstrip.

Bulyanhulu airstrip, elevation 3944ft has one runway 09/27 which is 1707 metres (5600ft) long and 22metres (72ft) wide. The surface is made of compacted laterite with fine gravel. At the time of the incident the runway was in good condition. The airstrip is privately owned.

The aircraft was equipped with black box recorders but the Flight Engineer said that he was unable to remove them from the installation positions. The reason for this, he said, was that the required special tools which were only available at his maintenance base in Sharja.

A ramp inspection of the aircraft showed that it was in a poor physical state. It also did not possess some of the mandatory documents.

There was a large hole in the rudder, which, the crew said, was caused by a bird strike a few weeks earlier. Since the aircraft had no technical log book, it was not possible to establish when the damage was sustained. Many flights had been made with this damage "without any problems". The flight engineer said that repairs on the rudder required special trestling, which was not available in the region of operation. However, he said, the aircraft was due to fly to its maintenance base for check VIII in less than two weeks time at which place the necessary repairs could be effected. There were no records to show the maintenance status of the aircraft.

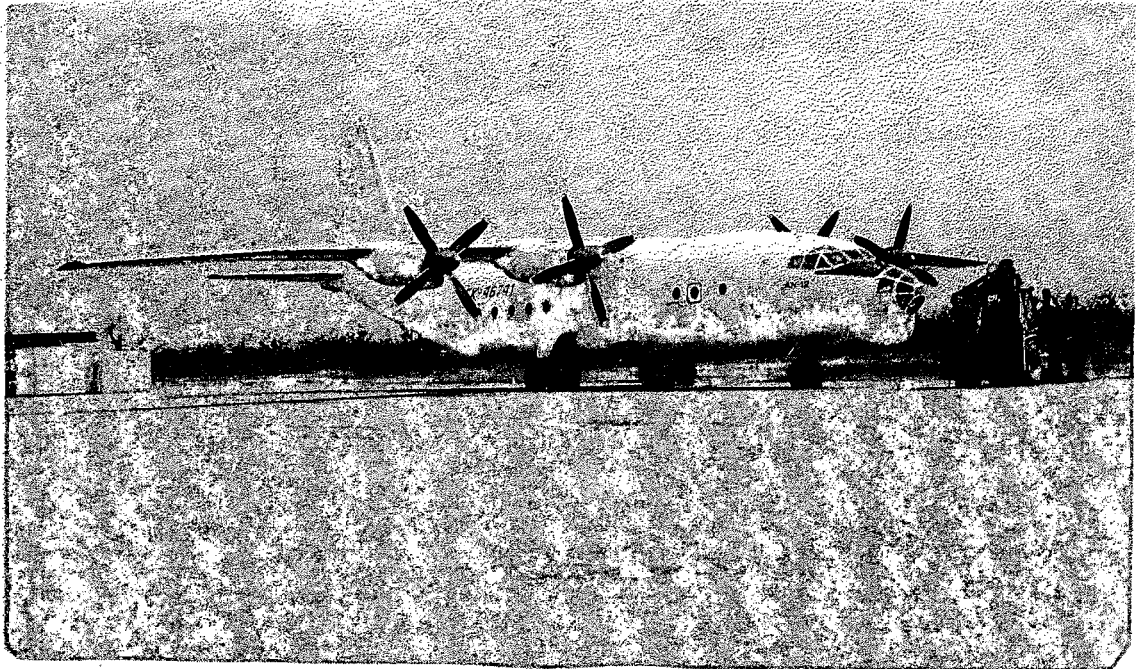
After the AIB inspection of the aircraft and the crew interviews the commander was ordered to stay at Bulyanhulu till further instructions were obtained from the AIB headquarters. However, the Commander took off a few minutes after the departure of the inspectors. The aircraft was impounded when it landed at Mwanza.

The Tanzania Civil Aviation Authority has since banned this aircraft from the Tanzania airspace until it is properly maintained.

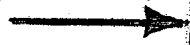
The Antonov An 12 cargo transport was being operated by a Kenya Company based at Nairobi Jomo Kenyatta International Airport.

Antonov An 12 EK-46741:

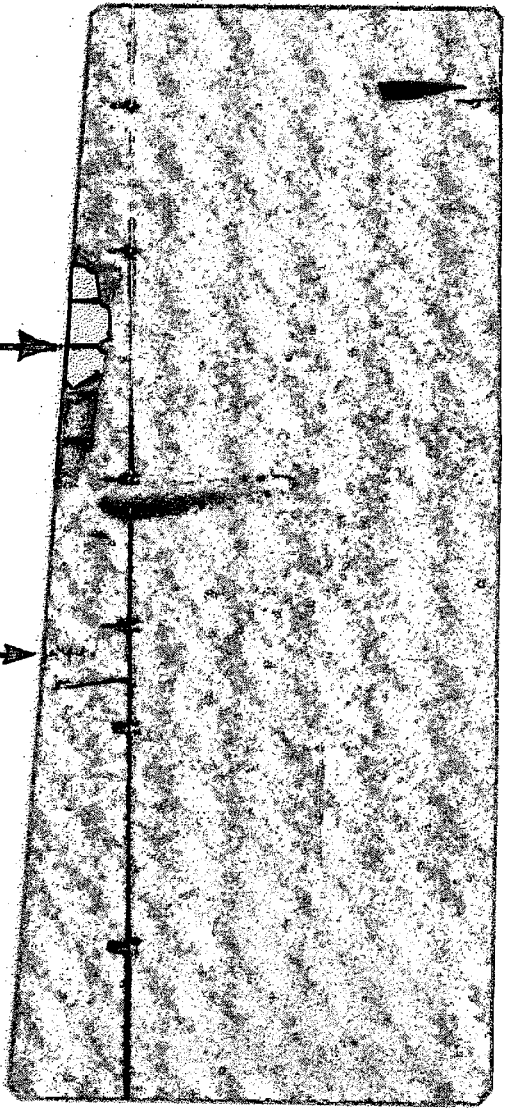
Note the vehicle blocking the aircraft path to prevent
Unauthorized Departure

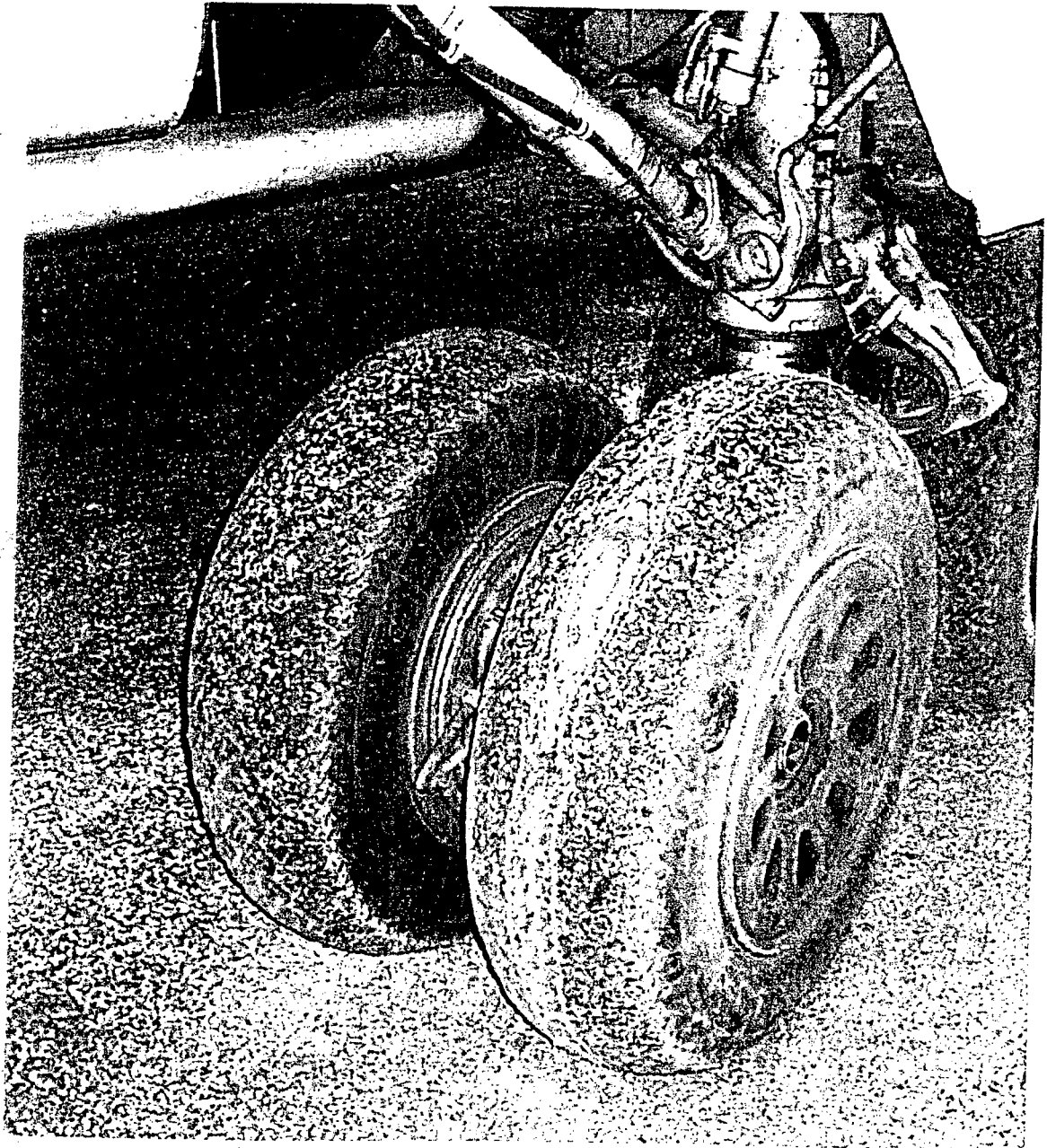


Damage to the Rudder



High speed Tape





Left Hand bogie: Note No.1 Front Tyre worn much beyond the allowed number of plies.