

The flight to destination was uneventful and the runway was in sight at 0814 hours. One of the passengers who was closely observing the flight said that the approach to the runway was made at the correct speed of 110kt. However, on reaching the runway the aircraft was too high and the pilot had to lower the nose for descent to flaring height. When the aircraft was finally flared, it gained speed and floated for much of the way down the runway. After covering about two-thirds of the runway length the brakes became effective and the aircraft swerved to the right. On crossing the right edge of the runway it collided with stumps and trees as it rolled in the bush parallel to the runway center line. As it did so the nose landing gear struck a stump and collapsed, causing both propellers to strike the ground. The aircraft finally came to rest a short distance beyond the right end of the runway. There was fuel spillage but fire did not break out.

Damage to the aircraft

Both wings sustained extensive damage from impact with trees. The damage was more severe on the left wing, which included broken engine mounting frames. Both propellers suffered ground strike damage when the nose landing gear collapsed. There was also substantial damage to the fuselage underside structure as well as the belly cargo pod. However, there was no damage to the cabin. For this reason the occupants were able to disembark uninjured.

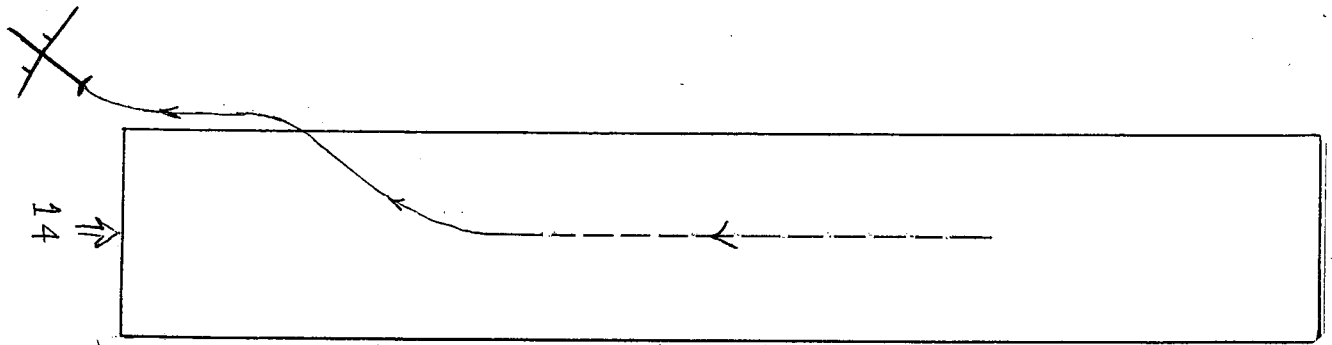
Examination of the wreckage

It was not possible to locate the point of touch down on the runway surface. This was partly because the soft soil surface was constantly being swept by wind and partly because vehicles had since been driven along the runway.

However, there were visible tyre marks in the middle of the runway which could be attributed to 5H-TZC. These marks started to show signs of heavy braking about two-thirds of the way down the runway. The braking was more severe on the right main tyre which appears to be the reason for the swing to the right. However, directional control appeared to have been regained shortly after the aircraft had run off the runway. Subsequent tyre marks appeared to be even on both mains.

Examination of the brake pedals and the parking brake showed nothing untoward. The entire braking system showed no leakages.

The damage to the wings and the nose landing gear was caused by collision with vegetation when the aircraft ran off the runway. It was also evident from the wreckage trail that the left main wheel tyre had hit a stump and burst towards the end of the landing roll. This resulted in a partial loss of braking effort which appears to have caused a further swing to the right before the aircraft finally came to rest.



The weather

The weather at the time of landing was described as sunny with temperature 26 degrees Centigrade. There was a slight tail wind (estimated at 5-10kt).

The airstrip

Muyowasi airstrip, elevation 4500 feet has one runway which is 1200 meters long and 30 meters wide. The surface is made up of soft soil with patches of grass and young shootings of trees. There are trees of varying sizes and stumps located just beyond the edges of the runway. One notable feature is the presence of a thick bush located about one third of the way from the beginning of runway 14 and just beyond its left edge. By the time of the accident the bush had started growing into the runway itself. This bush always forced pilots to use runway 32 for landing regardless of the direction of the wind. There is a small uphill gradient on the first half of runway 14 which could have otherwise made this runway more favorable for landing

The circumstances of this accident are being investigated.