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

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
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DAR ES SALAAM

AIB Bulletin

AIB Bulletin No. 6	**Ref.:** CAV/ACC/6/02		**Category:** 3
Aircraft Type & Reg.:	Kitfox IV-1200	**Reg.** 5H-FIX	**Serial No.** 002
No. & type of Engines:	One Rotax 912 UL		
Year of Manufacture:	1994		
Date and Time (UTC):	12 September 2002 at 0720 hours		
Location:	Namalulu farm, Simanjiro, Arusha (S 04° 17.54', E 036° 57.13')		
Type of Flight:	Private		
Persons on Board:	**Crew** - 1	**Passengers** - Nil	
Injuries:	**Crew** - Nil	**Passengers** – N/A	
Nature of Damage:	Extensive damage to the fuselage, the wings, the fin and the propeller		
Commander's Licence:	Private Pilot's Licence		
Commander's Age:	47 years		
Commander's Experience:	2348 **hours of which** 831 **were on type**		
	Last 90 days 52 **hrs**		
	Last 28 days 16 **hrs**		
Information Source:	E-mail message from the pilot		

ALL TIMES UTC

History of the Flight

The aircraft had just taken off from runway 10 of Namalulu airstrip and was then negotiating a 180 degrees turn to take heading for Laivera when the engine backfired twice and stopped. The pilot subsequently decided to execute a forced landing on a ploughed field straight ahead. Shortly after touch down the main landing gear dug into soft soil causing the aircraft to tip over. After sliding on its back for a short distance it came to rest. The pilot's door opened in the accident sequence allowing the lone pilot to exit without injuries.

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 circumstance of the accident at the preminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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There was no fuel spillage and fire did not brake out. However, the aircraft sustained extensive damage after somersaulting and was considered to be a probable write off.

Examination of the wreckage

The wreckage was examined at Namalulu airstrip two days after the accident. The damage to the aircraft was consistent with the aircraft having tipped on its back shortly after touch down. The fin and the rudder, having scraped the ground when 5H-FIX somersaulted, were both extensively damaged.

There was impact damage on the top surfaces of both wings. The right wing suffered a broken rear spar near the wing root. The fuselage was deformed and a number of frame tubes were found sheared.

There was damage on two of the three propeller blades. This damage was not rotational, indicating that the engine was not developing power at the time of impact.

The Engine

The pilot reported that all the engine parameters were normal before and during the take off roll. It had no history of malfunctioning.

Preliminary examination at the crash site showed no leakages or external damage which could have caused stoppage in flight. Fuel was found in the entire fuel system. Attempts were made to start the engine to no avail. The crankshaft was turning but the engine could not fire.

At the time of the accident the four-stroke engine serial number 415210 had done 831 hours in nine years against the manufacturer's T.B.O. of 1200 hours or 10 calendar years. Arrangements are being made to bench test the ignition system.

Namalulu Airstrip

Namalulu airstrip, elevation 4780 feet, has one runway 10/28 which is 1800 meters long and 30 meters wide. The surface is compacted soil and was in good condition at the time of the accident.