

15-97



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF COMMUNICATIONS AND TRANSPORT

OFFICE OF THE MINISTER
ACCIDENT INVESTIGATION BRANCH
P.O. Box 2819
DAR ES SALAAM

ACCIDENT INVESTIGATION BRANCH

AIB Bulletin

No: 15/97

Ref: CAV/ACC/15/97

Aircraft Type
and Registration:

DC-8-54FH

Year of Manufacture:

1968

Date and Time (UTC):

18 November 1997 at 1809 hours

Location:

Mwanza airport, Tanzania

Type of Flight:

Air Charter - Cargo

Persons on Board:

Crew - 4

Passengers - NIL

Injuries:

Crew - 4 - Minor

Passengers - NIL

Nature of Damage:

Aircraft extensively damaged

Commander's Licence:

ATPL

Commander's Age:

40 years

Commander's Total
Flying Experience:

10,000 hours, 30 hours on the type,

Information Source:

Telephone call from Mwanza ATS

History of the Flight:

The aircraft was flying from Entebbe (Uganda) to Mwanza (Tanzania) for the purpose of uplifting some cargo of fish fillet which was bound for Ostend, Belgium. It was carrying a crew of four including

This 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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two pilots and two engineers. The Commander said that the flight from Entebbe to Mwanza was normal except for the No.1 generator warning light which came on 10 minutes after take-off from Entebbe. The relevant generator was subsequently switched off and the flight was continued. The aircraft flew IFR, cruising at FL 250.

Shortly before landing at Mwanza the commander obtained the weather information from the Mwanza Tower. The wind was calm. The Controller who was handling the flight said that whilst approaching runway 12 of Mwanza airport the aircraft was swaying from side to side.

When EL-WVD touched down on the runway a loud bang was heard and one engine was observed to separate and roll down the runway whilst it was on fire.

Examination of the impact and tire marks showed that the right wing tip impacted the runway first followed by the No.4 engine. The right main landing gear subsequently contacted the grass surface off the left edge of the runway followed by the left main landing gear. The aircraft continued to roll in a direction almost parallel to the runway centre-line for 250 metres before it crossed the runway at an angle (see appendix). It was also evident from the tyre marks that as it reached the runway the aircraft made a 180 degrees turn to point in the opposite direction whilst sliding sideways at an angle with the centre-line under its own momentum. As it did so, the main landing gear collapsed and three wing pylons sheared causing the engines to separate.

EL-WVD finally settled at the edge of the runway pointing 310 degrees with the right wing projecting 2.5 metres inside the runway. There was fuel leakage but no fire. The four crew members disembarked with minor injuries.

The circumstances leading to this accident are being investigated.

