



PHONE : 263 4 585073-88
263 4 585009-20
FAX : 263 4 585100
E-mail: ais@caaz.co.zw
Website: www.caaz.co.zw

CIVIL AVIATION AUTHORITY OF
ZIMBABWE

AERONAUTICAL INFORMATION
SERVICES
P.BAG 7716
CAUSEWAY, HARARE

AIC

C002/02

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AERONAUTICAL INFORMATION CIRCULAR

Accident reports summaries

The following abbreviated summary reports are published to enhance flight safety as required by annex 15 Chapter 7 7.1.1.1 (c) 3. Complete reports are obtainable from the CAAZ library.

Report 19/698

17/07/97

A floatplane on a periodic flight test operating in Victoria Falls area of Chundu crashed on dry land. Simulated engine failure tests and extreme manoeuvres were conducted below minimum safe altitudes and speed causing the aircraft to enter a deep stall and crash.

Injuries

	<u>Crew</u>	<u>Pax</u>
Fatal	2	3

Recommendations – Flights should always be conducted above minimum safe altitudes. Extreme manoeuvres should be avoided. Passengers should not be carried during flight tests.

Report 19/699

29/07/97

A PA32 took off from Charles Prince Airport for Sovelele flying VFR. The pilot was warned of bad weather (poor visibility and low cloud) in the Mberengwa area but insisted on proceeding as flight-planned. The plane crashed into a mountain.

Injuries

	<u>Crew</u>	<u>Pax</u>
Fatal	1	1

Recommendations - Pilots should avoid flying in bad weather and avoid flying VFR in reduced visibility.

Report 19/710

13/07/99

A student pilot and his instructor took off from Charles Prince Airport for D70 training area in a Cessna 172. During the exercise the instructor demonstrated a forced landing at Celina airstrip then initiated a go-around and made a slow climb-out. The aircraft caught-up a telephone line which snapped damaging the windshield. The aircraft landed safely at Charles Prince Airport. No injuries were sustained.

Conclusion: The most probable cause of the accident is that the aircraft was allowed to remain too low after the instructor's demonstration of aircraft handling during a forced landing.

Recommendations - Pilot training schools must have approved procedures for performing emergency drills as these may be fatal if not performed properly.

Report 19/711

23/9/99

A Piper Cherokee took-off from Harare Airport for Angwa Bridge. On arrival overhead the airstrip the pilot observed that there was no windsock. During the initial attempt to land the aircraft floated as it got closer to the end of the runway. On realizing that the aircraft would not stop before the end of the runway the pilot initiated a go-round and in the process the aircraft hit some shrubs at the end of the airstrip resulting in severe damage to the right-hand fuel tip tank. On the second attempt the aircraft landed safely. No injuries were sustained.

Conclusion: The aircraft had landed with a tailwind at Angwa Bridge which allowed the aircraft to float for too long.

Note: Angwa Bridge is a CAT III (unapproved) aerodrome.

Report. 19/713

20/10/99

On a VFR from Bulawayo to Charles Prince a Cessna 150 experienced hazy weather in the Chegutu area. The pilot got disoriented and became lost. Despite assistance from FIC the pilot could not locate his destination and began search for an alternative airstrip (Norton) which had long been closed. In so doing he ran out of fuel and made a forced landing in a crop field in Norton.

Injuries

	<u>Crew</u>	<u>Pax</u>
Minor	1	1

Recommendations - Pilots should be aware of the status of alternative aerodromes and are to avoid continued VFR flights in poor visibility.

Report 19/721

11/07/00

A C206 took off from Chenje for Murara airstrip. On landing the aircraft pulled at a high pitch angle which resulted in a high nose-up at low speed causing the aircraft to stall. The aircraft turned down and crashed on the threshold of the runway.

Injuries

	<u>Crew</u>	<u>Pax</u>
Fatal	1	0

Conclusion:

The accident resulted from the stalling during a 'beat up' which resulted in a high nose-up at low speed.



**K. KASEKE
DIRECTOR GENERAL**