



# AIB Bulletin

**AIB Bulletin No.** 12/00      **Ref:** CAV/ACC/12/00      **Category:** 1.2

**Aircraft Type:** Cessna 208 Reg. 5H-HOT      **Serial No.** 0677

**No. & type of Engines:** PT6A-114 A

**Year of Manufacture:** 1998

**Date and Time (UTC):** 15 September 2000 AT 1110 hours

**Location:** Rungwa airstrip, Rungwa Game Reserve  
[06°56' S 033°31' 75" E]

**Type of Flight:** Air Charter

**Persons on Board:** Crew - 1      Passengers - 5

**Injuries:** Crew - Nil      Passengers - Nil

**Nature of Damage:** Damage on the nose landing gear and bent propeller blade tips.

**Commander's Licence:** Commercial Pilot's Licence

**Commander's Age:** 28 years

**Commander's Experience:** 2095 hours of which 1032 were on type  
Last 90 days 308 hrs  
Last 28 days 84 hrs

**Information Source:** AIB field investigations

ALL TIMES UTC

The aircraft took off from Dar es Salaam International airport for a VFR charter flight to Rungwa airstrip. It was carrying one pilot and five tourists who were going to Rungwa Game Reserve for a hunting expedition. It was also carrying some cargo (estimated at 790 lb) of baggage and supplies.

The forward leg of the flight was uneventful and the aircraft reached the destination airstrip at about 1110 hours. The pilot reported that on joining the circuit at Rungwa

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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airstrip he flew down the runway at 500 feet agl to make a runway inspection. He said that his visual impression was that the runway was relatively short at around 700 metres and appeared to have downward slopes at each end. He decided to approach from the eastern end of the runway as this seemed to have the best advantage of an uphill slope. The wind appeared light based on ground speed indications from the aircraft's GPS. There was no windsock on the runway and no smoke to indicate the actual wind direction.

He touched down about 100 metres beyond the beginning of the runway on the upward slope. On reaching the level middle section of the runway the aircraft appeared to be slowing down significantly. However, on the last 200 metres or so, there was a sharp downward slope, which caused the aircraft to gain speed, according to the pilot. On applying full braking and propeller reverse it became clear 50 metres from the end of the runway that the aircraft would not stop in time. He subsequently tried to ground loop the aircraft to the right but was unable to get significant pressure from the right brake to effect this.

The aircraft went through a line of heaped soil and then hit a shallow ditch on the other side of this soil, coming to rest some 10 metres beyond the end of the runway. There was no fire and all the occupants were uninjured.

Examination of the aircraft showed that some bolts on the nose landing gear had separated and the shock strut had collapsed. The propeller blade tips were bent.

Rungwa airstrip, elevation 4000 feet has one runway (about 09/27) which is estimated at 700 metres long. The surface is made up of scattered patches of grass on hard soil. The runway has a sharp gradient on the western side, followed by a level surface. On the last two hundred metres or so there is again a downward slope. The short length of the runway and its curvature, particularly on the western side, makes the runway at Rungwa exceptionally difficult and tricky for pilots. Infact many pilots consider Rungwa as the most difficult airstrip in the country. Pilots are always advised to land from the western end regardless of the direction of the wind.

The pilot, a NewZealand national, was making his first flight into Rungwa. Before departure from Dar es Salaam he was given the GPS co-ordinates of the airstrip, its elevation and the length of the runway. There was no further briefing.

The circumstances leading to this accident are being investigated.