

**BELLEY LANDING OF CESSNA 172RG AIRCRAFT**  
**REGISTRATION MARK AP-BDY ON 3-2-1992**  
**AT FAISALABAD**

**Authority:** Director General of Civil Aviation Authority  
Memorandum No. HQCAA/1901/143/AIB dated 3-2-1992.

1. AIRCRAFT INFORMATION

- |        |                                                                                                                               |    |                                                                                         |
|--------|-------------------------------------------------------------------------------------------------------------------------------|----|-----------------------------------------------------------------------------------------|
| 1.1.   | Registration Mark                                                                                                             | .. | AP-BDY                                                                                  |
| 1.2.   | Aircraft type and maker's No.                                                                                                 | .. | Cessna 172RG<br>S. No. 1041.                                                            |
| 1.3.   | Engine types, airframe positions and maker's S. Nos.                                                                          | .. | Lycoming 0-360-FIA6 fuselage mounted<br>S. No. L-29997-36A.                             |
| 1.4.   | Certificate of registration No. & validity.                                                                                   | .. | 626<br>Valid.                                                                           |
| 1.5.   | Certificate of Airworthiness No. & date of expiry, and Flight Manual No.                                                      | .. | 579<br>27-2-1992                                                                        |
| 1.6.   | Certificate of Maint. date and time (GMT) of issue and period of validity.                                                    | .. | 7-1-1991<br>Valid upto 30 days or 25 flying hours.                                      |
| 1.7.   | Date of construction of airframe.                                                                                             | .. | 1982 year.                                                                              |
| 1.8.   | Name and address of owner.                                                                                                    | .. | Major Shaukat Parekh<br>Al-Qasim 181, Aziz Bhatti Road Wireless Compound, Lahore Cantt. |
| 1.9.   | Gross weights, Maximum permitted by 'C of A' for this flight, at the time of incident.                                        | .. | 2650 lbs.                                                                               |
| 1.10.  | Loading, Centre of gravity limits in 'C of A' and centre gravity position at the time of incident and commencement of flight. | .. | Within limit.                                                                           |
| 1.11.  | Airframe history:                                                                                                             |    |                                                                                         |
| 1.11.1 | Airframe hrs since new.                                                                                                       | .. | 1052 hrs.                                                                               |
| 1.11.2 | Airframe hrs since last 'C of A'.                                                                                             | .. | 94 hrs.                                                                                 |
| 1.11.3 | Airframe hrs since last 'C of M'.                                                                                             | .. | 10.25 hrs                                                                               |

... P/2.

1.12. Engine history:

|        |                                 |    |           |
|--------|---------------------------------|----|-----------|
| 1.12.1 | Engine hrs since new.           | .. | 1052 hrs. |
| 1.12.2 | Engine hrs since last 'C of A'. | .. | 94 hrs.   |
| 1.12.3 | Engine hrs since last 'C of M'. | .. | 10.25 hrs |

1.13. Accessory history:

|        |                                    |    |           |
|--------|------------------------------------|----|-----------|
| 1.13.1 | Propeller hrs since O/H.           | .. | 107 hrs.  |
| 1.13.2 | Propeller hrs since last 'C of A'. | .. | 94 hrs.   |
| 1.13.3 | Propeller hrs since last 'C of M'. | .. | 10.25 hrs |
| 1.14.  | Modification status.               | .. | Uptodate. |
| 1.15.  | Defects reported.                  | .. | Nil       |

2. CREW INFORMATION

|     |         |                                                          |    |                                                  |
|-----|---------|----------------------------------------------------------|----|--------------------------------------------------|
| 2.1 | 2.1.1   | Pilot in Command                                         | .. | Major Shaukat Parekh                             |
|     | 2.1.2   | Position in the Cockpit.                                 | .. | Left Hand.                                       |
|     | 2.1.3   | Date of birth                                            | .. | 24th July 1953                                   |
|     | 2.1.4   | Type of Licence held and No.                             | .. | PPL No. 1975                                     |
|     | 2.1.5   | Medical date with status.                                | .. | Valid upto 9th April 1992.                       |
|     | 2.1.6   | Medical status at the time of incident.                  | .. | Urine and blood report attached as Appendix 'A'. |
|     | 2.1.7   | Rating:                                                  |    |                                                  |
|     | 2.1.7.1 | Type(s) held                                             | .. | Cessna 150/172 PPL.                              |
|     | 2.1.7.2 | Type current                                             | .. | Cessna 150/172.                                  |
|     | 2.1.7.3 | Rating                                                   | .. | Nil                                              |
|     | 2.1.8   | Flying Experience:                                       |    |                                                  |
|     | 2.1.8.1 | Grand total                                              | .. | 72 hrs.                                          |
|     | 2.1.8.2 | Total in Command.                                        | .. | 42 hrs.                                          |
|     | 2.1.8.3 | Total in Command on the type accident/incident occurred. | .. | 34 hrs.                                          |

- 2.1.9 Where trained .. Lahore Flying Club
- 2.1.10 Date of joining the .. 27th August 1991.  
organization.

3. SUMMARY OF INCIDENT

Cessna 172RG aircraft AP-BDY owned and operated by Major Shaukat Parekh as Pilot-in-Command of the aircraft departed Walton Aerodrome at 1300 hrs PS time on 3rd February 1992 for Cross Country Solo Flight to Faisalabad. The aircraft reached Faisalabad at 1339 hrs PS time. ATC tower Faisalabad cleared the aircraft for landing on Runway 21 right. The aircraft landed at 1340 hrs PS time with gears up (i.e. belly landing). The pilot was not injured. Belly landing caused damage to aircraft.

4. INJURY TO PERSON(S)

None.

5. DAMAGE TO AIRCRAFT

Damage to aircraft is attached as Appendix 'B'.

6. OTHER DAMAGES

None.

7. METEOROLOGICAL CONDITION

Not a factor in this incident. However, met forecast is attached as Appendix 'C'.

8. NAVIGATION & LANDING AIDS (VISUAL-NON-VISUAL)

Not a factor in this incident.

9. COMMUNICATIONS (INCLUDING RADIO COMMUNICATIONS)

ATC tape transcript is attached as Appendix 'D'.

10. AERODROME AND GROUND FACILITIES

Not a factor in this incident.

11. FLIGHT RECORDER

Not applicable.

12. WRECKAGE AND IMPACT INFORMATION

Pilot landed without lowering the landing gears. Rubbing marks of propeller and fuselage were visible on the runway for about 500 ft (i.e. between 1500 ft and 2000 ft of runway 21R). Sketch of scene of incident is attached as Appendix 'E'. One blade of the propeller bent approx: 4" rearward from the tip and similarly the other blade bent approx: 4" forward. There were scratches on the lower portion of fuselage and radio antennas installed there were damaged.

13. FIRE

None.

14. SURVIVAL ASPECTS

The lone crew member was able to come out of the aircraft through normal entry/exit door.

15. TEST & RESEARCH

None.

16. OBSERVATIONS

- 16.1 The pilot has a total of 72 flying hrs at his credit out of which 42 hrs are in command and only 34 hrs on the type.
- 16.2 This aircraft is the only single engine aircraft with retractable landing gears on Pakistan Register of Civil Aircraft. A brief on the landing gear system is attached as Appendix 'F'.
- 16.3 Although the pilot has mentioned in his statement that there was defect on indication and warning systems of landing gears but he had not reported this defect in journey log book. Consequently, it remained unrectified by concerned AME.
- 16.4 Although Certificate of Approval granted to Lahore Flying Club does not include Cessna 172 aircraft but the LFC entered into an agreement for maintenance of this type of aircraft.
- 16.5 Certification in category 'X' and 'R' on single engine aircraft at least at the time of 'C of A' renewal and in case of defect should be made mandatory to avoid unserviceability of systems covered under these categories.
- 16.6 Information regarding this incident was passed on to SAS Islamabad at his residence at about 2000 hrs PST by DTM Islamabad Airport. However, message regarding appointment of the SAS Islamabad as Investigator, received from AIB, was not conveyed to him at his residence. The same was received next day after the flight for Faisalabad had already departed from Islamabad. Had the message been conveyed at the residence of the Investigator, he could have proceeded to Faisalabad on 4th February 1992 by the early morning flight. However, the Investigator made extra efforts to reach Faisalabad the same day and succeeded in doing so.
- 16.7 The functional checks of landing gears system, its indication and warning could not be carried out because of non-availability of jacks at Faisalabad at the time of investigator's visit and release of the aircraft by AIB prematurely.

17. INVESTIGATION

- 17.1 The pilot has accepted in his statement that he forgot to lower the landing gears. This resulted in belly landing at Faisalabad with consequential damage to the propeller, fuselage and radio antennas. Other evidences available to the investigation team also corroborate with statement of the pilot.
- 17.2 Contributory factors to this incident are limited experience of pilot and unserviceability of indication and warning systems of landing gears and the fact that this is the only single engine aircraft with retractable landing gears on Pakistan Register of Civil Aircraft.

18. WITNESSES

Statements of the pilot in command, AME No. 288 and ATCO are attached as Appendix 'G', 'H' and 'J' respectively.

19. DISCUSSION OF EVIDENCE

All evidences and statements point to the fact that pilot failed to lower the landing gears before landing at Faisalabad.

20. FINDINGS/CAUSES

- 20.1 The pilot failed to log the defect on indication and warning system of landing gears in journey log book.
- 20.2 The pilot failed to lower the landing gears before landing at Faisalabad Airport.
- 20.3 Contributory factor to this incident is lack of experience on the part of the pilot and the fact that this is the sole single engine aircraft with retractable landing gears on the Pakistan Register of Civil Aircraft.

21. RECOMMENDATIONS

E-18-A

- 21.1 Appropriate disciplinary action should be taken against the pilot in command for not logging the defect of unserviceability of indication and warning systems of landing gears and landing without lowering the landing gears.

- ? 21.2 Requirements for issue of PPL be reviewed with a view to make these more stringent.

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- 21.3 Certificate of Approval issued for maintenance of aircraft should not specify aircraft by type. It should rather be generic (i.e. aircraft upto 5700 kg AUW). However, in the limitations it may be specified that maintenance on those aircraft can be carried for which organisation possesses appropriately qualified manpower, technical literature, tools, equipment, servicing fluids, spare parts etc. only.

- 21.4 Certification in category 'X' and 'R' on single engine aircraft at least at the time of 'C of A' renewal and in case of defects in system covered under category 'X' and 'R' be made mandatory.

All DTMs should be instructed to pass on all information relating to accidents/incidents/occurrences and defects expeditiously.

Aircraft should only be released by AIB after ascertaining that the relevant checks etc have been completed by the investigation team.



1. Aircraft with gears up = on the R/W  
at Faisalabad Airports



2. Right main gear about 4" out of the



3. Damaged Prop TIP



4. Cockpit Panel - indicating Gear-Lever Position "DOWN"

5



5. Main Wheels and Nose Gear in the process of coming "DOWN" - Flaps selected down about 30°.

6



6. Damaged Prop TIPS - Nose Wheel half way out - No Damage to