

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

IMMEDIATE

INVESTIGATION REPORT INTO THE INCIDENT
INVOLVING RAWALPINDI FLYING CLUB,
CESSNA 152 AP-BAW ON 20TH MARCH, 1984
AT 1230 L.T. (WITHIN INDIAN BORDER)

1. INVESTIGATION

1-1	<u>History</u>	Not applicable
1-2	<u>Injuries</u>	None
1-3	<u>Damage to aircraft</u>	None
1-4	<u>Other damage</u>	None
1-5	<u>Crew Information</u>	a. Comercial Pilot, Mr. Muhammad Amin Mirza, Captain of Aircraft Cessna 152 AP-BAW on 20-3-84 at 1230 L.T. b. Asstt. Flying Instructor Mr. Malik Shafiq Ahmed as a Safety Pilot.
1-6	<u>Aircraft Information</u>	Cessna 152, AP-BAW
1-7	<u>Meteorological Information</u>	a. Wind - 5 Knots b. Visibility - CAVOK
1-8	<u>Aids to Navigation</u>	V.O.R.
1-9	<u>Communication</u>	V.H.F. 122.9 Cherat Control Zone 123.7 Chaklala Tower 124.1 F.I.C. Lahore
1-10	<u>Aerodrome and ground facilities</u>	V.O.R. & other allied facilities except Radar coverage.
1-11	<u>Flight recorders</u>	Not applicable
1-12	<u>Wreckage</u>	Not applicable
1-13	<u>Fire</u>	Not applicable
1-14	<u>Survival aspects</u>	Not applicable
1-15	<u>Tests and research</u>	Not applicable
1-16	<u>Additional data</u>	Not applicable

2 ANALYSIS

- 2-1 Mr. Muhammad Amin Mirza C.P.L. No. 1304 was Commander of a flight on Cessna 152 aircraft Registration No. AP-BAW on 20th March, 1984. He was authorised to fly from Chaklala to Lahore, for C.P.L. renewal. He was accompanied by a Safety Pilot Mr. Malik Shafiq Ahmed C.P.L. No. 1056. He took off from Chaklala at 0930 L.T.
- 2-2 A flight plan was filed (See Appendix 'H'). He also received the met forecast (See Appendix 'I'). The sectors from Chaklala to Lahore were, Chaklala - Indic - Lahore. The flight was duly authorised by C.F.I. Rawalpindi Flying Club (See Appendix 'K').
- 2-3 The visibility and weather conditions were normal - CAVOK (See Appendix 'L'). The aircraft was serviceable in all respects (See Appendix 'F' & 'M').
- 2-4 The flight proceeded normally till Chander where the aircraft drifted to the right. According to the statement of Captain, Mr. Muhammad Amin Mirza and Safety Pilot Mr. Malik Shafiq Ahmed (See Appendix 'A' & 'B'), some difficulty was experienced with the functioning of V.O.R. and hazy weather.
- 2-5 The Captain of Cessna 152 AP-BAW and the Safety Pilot were lost after Chander, but realized it after 20 minutes.
- 2-6 Both the Captain and the Safety Pilot were hopelessly lost and they failed to pin point their position by map reading in excellent weather and visibility conditions.
- 2-7 The Captain Mr. Muhammad Amin Mirza informed ATC Lahore that their position was on River Ravi, although infact the aircraft was over River 'SATLUJ' in India. They continued

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the fly, up and down the River, thinking it to be River Ravi. A.T.C. Lahore advised the Captain to fly upstream, and hit the bridge on River Ravi, as duty controller had no other means to determine aircraft's position except to believe the Pilot.

- 2-8 They were also helped by PK-303 but it was of no use as the position given by Captain was incorrect as given in extract of the tape (See Appendix 'N').
- 2-9 Finally on seeing a town and a Railway station they flew at low level and established that it was Firozpur Railway Station in India. (See Appendix 'A' & 'B')
- 2-10 Duty Controller at Lahore Airport informed ATC Delhi that Cessna 152, AP-BAW was lost over Indian territory and was running low on fuel. ATC Dehli extended all possible help and finally aircraft landed at Lahore Airport with hardly 10 minutes of fuel left, at 1353 L.T.
- 2-11 An other Cessna aircraft 152 AP-BAV of Rawalpindi flying club also took off from Rawalpindi for Lahore, two to three minutes after Cessna 152 AP-BAW take off. The Captain of the aircraft was Moeyen Ghafoor, C.P.L. No. 1045. He could not see Cessna 152 AP-BAW because of difference in flight levels (See Appendix 'C'). The Captain further confirmed that the visibility was excellent and that there was a tail wind of 25-30 Knots and therefore he landed at Lahore 35 minutes before his scheduled arrival. He further stated that there was no problem with his V.O.R. (See Appendix 'C').
- 2-12 The V.O.R. of Cessna 152, AP-BAW was checked by CFI

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Rawalpindi club alongwith Mr. Taj Muhammad, Senior Airworthiness Surveyer, on a flight upto 'Fateh Jang' and found V.O.R. serviceable (See Appendix 'D', 'E' & 'J').

- 2-13 In spite of all possible efforts by Duty Controller Lahore the aircraft 152 AP-BAW, could not be guided to Lahore Airport, because of the wrong position given by the aircraft, i.e. the aircraft was over 'SATLUJ' River (India), while the position given was over River Ravi (See Appendix 'G').
- 2-14 At 0738 Z Sector-1 Radar informed ATC that the aircraft was suspected over Ferozpur. ATC was instructed to ask the Captain of the aircraft to Steer 330° to enter Pakistan. The position of aircraft over Ferozpur was also confirmed by Delhi as per information from F.I.C. Initially the aircraft was not picked up by Radar (See Appendix 'G').

3 CONCLUSION

- 3-1 The causes of the incident was due to the following reasons:-
- 3-1-1 The Captain of the aircraft Mr. Muhammad Amin Mirza, failed to established his position, displayed poor navigation, and hence was lost.
- 3-1-2 Malik Shafiq Ahmed, Safety Pilot failed to help the Captain of the aircraft in pin pointing the position, displayed poor navigation, showed complacency, and hence was lost. Had he been alert, this situation could have been averted.
- 3-1-3 Both the Pilot and the Safety Pilot made a wrong statement that the weather was hazy and the V.O.R.

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was not functioning properly (See Appendix A & B) This is not supported by the statement of Mr. Moeyen Ghafoor Asstt. Flying Instructor (See Appendix 'C') and Senior Airworthiness Surveyer (See Appendix 'E').

3-1-4 The prompt action taken by the Commander of PK-303, ATC Lahore, P.A.F. Radar and F.I.C. was indeed commendable.

4 RECOMMENDATIONS

4-1 Suitable disciplinary action should be taken against the following:-

- a. Mr. Muhammad Amin Mirza, Captain,
- b. Mr. Malik Shafiq Ahmed, Safety Pilot.

4-2 The Pilots should be thoroughly briefed by C.F.I. before undertaking a sortie and all emergencies discussed.

4-3 General flying discipline needs improvement.

4-4 The Commander of PK-303, A.T.C. Lahore, P.A.F. Radar and F.I.C. may be commended for their prompt action in recovering the aircraft 152 AP-BAW.

Dated:- 31st March, 1984.