

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

IMMEDIATE

INVESTIGATION REPORT INTO THE INCIDENT
INVOLVING WAPDA CESSNA 402 AP-AYJ ON
7TH JANUARY, 1984 AT 0730 L.T. AT
CHASHMA AIRSTRIP (UNMANNED).

1. INVESTIGATION

1-1	<u>History</u>	Not Applicable
1-2	<u>Injuries</u>	Mr. Musa Khan, Caretaker WAPDA Lodge died on spot.
1-3	<u>Damage to aircraft</u>	None
1-4	<u>Other damage</u>	None
1-5	<u>Crew Information</u>	Chief Pilot WAPDA - Wing Commander (Retd) W.D. Ahmed Commander of Cessna 402, AP-AYJ.
1-6	<u>Aircraft Information</u>	Cessna 402, Reg. No. AP-AYJ
1-7	<u>Meteorological Information</u>	Moderate and calm
1-8	<u>Aids to Navigation</u>	Not Applicable
1-9	<u>Communication</u>	Not Applicable
1-10	<u>Aerodrome and ground facilities</u>	Nil - unmanned.
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>	Mr. Musa Khan, Caretaker, WAPDA Lodge died on spot.
1-15	<u>Tests and research</u>	Not Applicable.
1-16	<u>Additional data</u>	Not Applicable

Analysis/

2 ANALYSIS

- 2-1 Wing Commander (Retd.) W.D. Ahmed was the commander of a flight on WAPDA Cessna aircraft, Registration No. AP-AYJ on 7th January, 1984. He was authorised to fly from Lahore to Chashma Barrage. The Flight from Lahore to Chashma on 5th January, 1984 was normal. The return flight was scheduled for take off at 0730 hrs. L.T. on 7-1-84 with five WAPDA Officials on board.
- 2-2 The passengers and their baggage was loaded at about 0715 hrs. The engines were started normally and the aircraft was taxied to 06 runway for warm up and run up checks.
- 2-3 The visibility and surface wind condition was normal and the aircraft was lined up at the beginning of R/W 06. This procedure took about five minutes. After this pre take off and check list was carried out and 2000 R.P.M. was opened for winding up TURBO CHARGER. The total attention of the pilot in command was focussed on the instruments for proper indication. At this stage the pilot heard a very slight thud to the left side of the aircraft. He saw a man lying in front of the left engine. The pilot immediately switched off both engines and came out. The aircraft was absolutely stationary at the time of this incident. The man who was later on identified as Mr. Moosa Khan, Care Taker, WAPDA, was dead, and a large area was covered with blood. (See Appendix 'L' & 'M').

/ Immediately

- 2-4 Immediately local police was informed who arrived at the scene of the incident in approximately 45 minutes and took over the charge of the dead body (deceased Moosa Khan).
- 2-5 The police carried out a departmental investigation and submitted a report ~~on~~^{See} Appendix 'J'.
- 2-6 A death certificate was also issued by the Doctor N. Javed Piracha, Medical Officer Chashma Barrage Hospital on 7th January, 1984 (Appendix 'K').
- 2-7 All that has been stated in the preceding paragraphs is borne out by the statements of Eye Witnesses namely Wing Commander (Retd.) W.D. Ahmed, Pilot of WAPDA Cessna aircraft Registration No. AP-AYJ, Mr. Attaullah Khan Project Director WAPDA, Mr. Mohammad Rafiq Sahi Executive Engineer Chashma Barrage Division, Mr. Mohammad Salim Akhtar Security Inspector WAPDA, Mr. Khan Malik Security Guard Kundian Camp and Mr. Mohammad Khan driver WAPDA Chashma Barrage Project (See Appendices 'A', 'B', 'C', 'D', 'E' 'F' & 'G').
- 2-8 Senior Inspector of aircraft, Civil Aviation Authority Lahore, Mr. Asghar Ali Choudhry and was given all the details of the incident. He was also informed that there was no damage to the propeller and rest of the aircraft. Mr. Asghar Ali Ch. Sr. Inspector of aircraft C.A.A. at Lahore advised the pilot to check the aircraft thoroughly again and give a ground run and if everything was found satisfactory, he was authorised to fly back to Lahore. (See Appendix 'H').

- 2-9 The aircraft took off at 1145 hrs. LT for Lahore without any problem. The aircraft was again thoroughly examined/checked by the Engineering after it landed at Lahore and found it airworthy. This is borne out by the statements of Wing Commander (Retd.) W.D. Ahmed, pilot of the concerned aircraft and Mr. Asghar Ali Ch. Sr. Inspector of aircraft, C.A.A. Lahore (See Appendices 'A' & 'H').
- 2-10 The deceased Moosa Khan was an old employee of WAPDA and enjoyed a excellent reputation as a hard working and individual. obedient ~~worker~~. Due to unknown reasons, he came on cycle and came from behind the aircraft inspite of the fact that the aircraft was running at 2000 RPM and there was a lot of dust and strong wind, threw his cycle near the left wing tip of the aircraft and rushed towards the cockpit. Apparently he wanted to convey some message which could not be ascertained. At that time he was totally oblivious to his surroundings and was struck by the propeller of the aircraft and died instantaneously. A thorough investigation and probe was made in every possible direction. It was established beyond any shadow of doubt that no one was responsible for his unfortunate death except the deceased Mr. Moosa Khan, himself.
- 2-10 The pilot of the aircraft did everything humanly possible to save his life but could not do so as the man was already dead. The pilot did not waste any time in informing the police and the Doctor so that necessary investigation and formalities were completed by the police and other agencies concerned.

/Wing Cdr.

- 2-11 Wing Commander (Retd.) W.D. Ahmed, Pilot of WAPDA Cessna aircraft Registration No. AP-AYJ went out of his way to help the investigation team so detailed by D.G., C.A.A. for carrying out investigation into this incident.
- 2-12 A line diagram attached as Appendix 'L' gives the exact location of the aircraft at the time of the incident. This is further supported by the photographs taken immediately of the aircraft and the dead body of deceased Moosa Khan (Appendix 'M').
- 2-13 At no stage the safety of the aircraft and its occupants was compromised. Every possible care was taken by the Capt. of the concerned aircraft to ensure the safety of all concerned. It was not possible for the pilot of the concerned aircraft to see the deceased Moosa Khan as he came from behind and also as the pilot was fully concentrating on the instruments for winding up the Turbo Charger.
- 2-14 The aircraft WAPDA Cessna falls in private category operation and there was no third party involved as the deceased Moosa Khan was an employee of WAPDA. Furthermore no Government risk was also involved.
- 2-15 The airfield at Chashma is an unmanned airfield and is being looked after by Atomic Energy Commission with no security arrangements. There is no barbed wire fencing around the airfield to prevent unauthorised access to the runway. Furthermore there is no means of radio communication between the aircraft and the ground agencies. Had there been a barbed wire fencing this tragedy could have been averted.

- 2-16 Deceased Moosa Khan leaves behind a widow with 12 children as informed.

3 CONCLUSION

- 3-1 The probable cause of the incident was due to the following reasons:-

- 3-1-1 The deceased Moosa Khan came on his cycle from behind the aircraft, when the engines were running at the 2000 R.P.M. and threw cycle near the left wing tip of the aircraft and rushed to the cockpit without realising the dangerous situation he was in. He was hit by the propeller and died instantaneously.
- 3-1-2 The pilot of the aircraft Wing Commander (Retd.) W.D. Ahmed did everthing that was possible but could not save the life of the deceased Moosa Khan. It was beyond his control. He went out of his way to contact various agencies after the incident, without losing any time. He entended full co-operation to the Investigation team.
- 3-1-3 The airfield comes under the category of unmanned airfield. Had there been a fence around the airfield, this incident could have been averted. Furthermore the wind sock was non-standard and was not at proper height. (Appendix 'N').
- 3-1-4 At no stage the flight/ground safety of the aircraft and its occupants was compromised.
- 3-1-5 The flight was carried out in accordance with the laid down rules and regulations.
- 3-1-6 The pilot of the concerned aircraft is a holder of

/valid

valid A.L.T.P. Licence No. 122 and has logged over 14000 hrs on about 25 different types of aircraft and has never been involved in any aircraft incident/accident.

- 3-1-7 The death of Moosa Khan Care Taker WAPDA was declared accidental by the Police Authorities.

4 RECOMMENDATIONS

- 4-1 All pilots operating to unmanned Airfields must exercise greatest caution and be extra vigilant.
- 4-2 Before starting the engines, a person with a red flag in his hand should be positioned at a suitable place, to prevent any one approaching the aircraft. Chief Pilot WAPDA should brief the person accordingly.
- 4-3 In order to make propeller blades (tips) visible, the tip of the propeller should be painted with Orange colour paint upto 4 inches. This should be followed by 2 strips of 2 inches width painted with Orange colour with a gap of one inch between each painted area.
- 4-4 There should be a fence in the beginning of Runway 06 and 24. This would block the entrance to the unauthorised Katcha path, and prevent any future incident of this nature.
- 4-5 There should be standard wind sock at proper height.
- 4-6 Reasonable compensation be paid to the family of deceased Moosa Khan Care Taker WAPDA, taking into consideration the large size of his family.
- 4-7 Wing Commander (Retd.) W.D. Ahmed, Pilot of the concerned

/aircraft

aircraft may be commended for his high sense of duty and also for not compromising the Safety of the aircraft at any stage and also going out of his way to extend all possible help to the Investigation Team so detailed by the Civil Aviation Authority.



(BASHIR AHMED)
Squadron Leader,
Member Board of
Investigation.

9th Jan. 84


(NAZIR A. SIDDIQI)
Wing Commander (Retd).,
President Board of
Investigation.

Remarks by R.D. (N)

I agree with the findings and recommendations
of the Board.

17.1.84


(RAIS A. RAFI)
Air Commodore,
Regional Director (N)
CAA, Islamabad Airpott.