

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

TO INVESTIGATE INTO THE INCIDENT INVOLVING
PK-411/290784, REGISTRATION NO. AP-BAO
(BOTH TYRES BURST ON RIGHT HAND SIDE) AT
GILGIT AIRPORT

1. INVESTIGATION

1-1	<u>History</u>	Not applicable
1-2	<u>Injuries</u>	Nil
1-3	<u>Damage to aircraft</u>	1. Two right side tyres were blown off. 2. Pneumatic supply line to the Inner wheel of right main gear found sheared off.
1-4	<u>Other damage</u>	Nil
1-5	<u>Crew Information</u>	a. Capt. Ahmer Malik, P-37502, Captain of PK-411. b. First Officer Tariq Habib Khan, P-38602, Co-Pilot of PK-411.
1-6	<u>Aircraft Information</u>	PK-411, Reg. No. AP-BAO.
1-7	<u>Meteorological Information</u>	Fair
1-8	<u>Aids to Navigation</u>	Not applicable
1-9	<u>Communication</u>	Not applicable
1-10	<u>Aerodrome and ground facilities</u>	Gilgit Airport
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 PK-411 aircraft F-27, Reg. No. AP-BAO was on a scheduled flight from Islamabad Airport to Gilgit on 29th July, 1984. (Appendix "A", "B" & "C").
- 2-2 According to available evidence the aircraft made a normal approach and a normal touch down. After the aircraft had rolled for about five second, heavy vibration was felt. The aircraft was stopped on the Runway without any difficulty. (Appendix "A" & "B").
- 2-3 After the aircraft had stopped about 1500 to 2000 feet of Runway to go, the engines were switched off. (Appendix "A" & "B").
- 2-4 After landing inspection was carried out and it was found the two right side tyres were blown off and pneumatic supply line to the Inner wheel of right main gear was found sheared off. (Appendix "A", "B" & "C").
- 2-5 The passengers were evacuated. No injury was sustained by any of the passengers or crew. (Appendix "C").
- 2-6 Immediately after the incident runway inspection was carried out (Appendix "C") and no nail or any other foreign object was found which could harm the tyres.
- 2-7 The weather was normal. (Appendix "E").
- 2-8 There was no other damage to the aircraft, STBD. inner and STBD. outer main wheel assy and brake assys replaced. Max. Units also replaced. Heavy landing insp. per cind. FM-1002AF carried out Sat. (Appendix "G").
- 2-9 Photographs showing damage to tyres and tyre marks is shown in (Appendix "F").

3. CONCLUSION

- 3-1 From the tyre marks on the runway (See Appendix "F") the right wheels touched down first when /the brakes were
/most probably
/applied

applied; this combined with extra load imposed on the right tyres, resulted ^{IN} blown off tyres.

- 3-2 The other possible cause could be due to material failure. This could only be establish after a report has been received from department of Engineering (PIAC) Karachi.
- 3-3 According to the available evidence no one is held responsible for this incident.

4. RECOMMENDATIONS

- 4-1 All Pilots should be advised to carry out a thorough pre-flight inspection, so that any defective tyre noticed could be replaced before the commencement of the flight. Furthermore the brakes should only be employed after both right and left legs have positively touched the runway and the nose wheel is lowered.
- 4-2 All Engineering staff employed on checking/inspection of tyres be advised to exercise greater care and vigilance, so that if any defect is noticed in any one of the tyres before the flight, remedial action could be taken in time.

20th August, 1984.