

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

TO INVESTIGATE INTO THE INCIDENT/ACCIDENT
INVOLVING FAN TRAINER 600, (GERMAN AIRCRAFT)
REGISTRATION NO. DEATJ ON 020884 AT 1430 L.T.
AT ISLAMABAD AIRPORT

1. INVESTIGATION

1-1	<u>History</u>	Not applicable
1-2	<u>Injuries</u>	Nil
1-3	<u>Damage to aircraft</u>	Left U/C broken, blades broken, left wing and under surface damaged (for details of damage see App.)
1-4	<u>Other damage</u>	Nil
1-5	<u>Crew Information</u>	a. Captain Dietrich Seeck, 410 BYLAS - (German National). b. Captain Zaidi, PA-16708, Pak. Army (as passenger).
1-6	<u>Aircraft Information</u>	Fan Trainer 600, Reg. No. DEATJ.
1-7	<u>Meteorological Information</u>	Moderate
1-8	<u>Aids to Navigation</u>	Not applicable
1-9	<u>Communication</u>	Not applicable
1-10	<u>Aerodrome and ground facilities</u>	Islamabad 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.

ANALYSIS

- 2-1 Fan Trainer 600, a German aircraft, Registration No. DEATJ was on a demonstration flight on 2nd August, 1984 at 1430 hrs. at Islamabad Airport. The Captain of the aircraft, Dietrich Seeck was flying the aircraft with Captain Zaidi of Pak. Army as a passenger (Appendix "A" & "B").
- 2-2 A touch and go landing was made by Captain Dietrich Seeck on Runway 30. On final landing while giving a demonstration of short landing the aircraft touched down 2' to 3' before the arresting barrier instead of after the barrier as planned (Appendix "A" & "B").
- 2-3 On down wind, Captain Zaidi, requested Captain Dietrich Seeck to show him a short landing. Captain Dietrich Seeck wanted to touch down immediately after the barrier, but found himself too high on the finals. He therefore, throttled back to increase his rate of descent, so that he could touch down at the pre-determined point. The aircraft lost height too quickly for Captain Dietrich Seeck to comprehend in time. He opened throttle but before engine could respond, the wheels of the aircraft hit the ground 2-3 feet before the barrier and left main landing gear was entangled with straps of the barrier and broke away and aircraft swung to the left, and ended up on the fair weather strip as shown in line diagram (Appendix "N") and photographs (Appendix "P").
- 2-4 Sudden loss of height is attributed partly due to Pilot error and partly due to a possible sudden down burst or micro burst or severe wind shear, encountered on the finals as stated by Captain Dietrich Seeck (Appendix "A") and presence of turbulence as reported by Captain Ijaz Haider Zaidi (Appendix "B"). There have been cases where no wind shear or turbulence had been reported, yet

/aircraft

aircraft are known to have encountered severe wind shear or sudden down burst.

- 2-5 The left landing gear of the aircraft was entangled with the straps of the arresting barrier. This resulted in breaking of the left landing gear. After travelling for 300 yards on the runway the aircraft went to the left side of the runway on the fair weather strip and came to a stop near a pool of rain water (Appendix "A", "B", "D", "E" & "F"). The line dia-gram of the incident is shown as (Appendix "N") and photographs in (Appendix "P").
- 2-6 The aircraft sustained Major damage, the details of which are given at (Appendix "G" & "P").
- 2-7 The aircraft was fully serviceable before the flight (Appendix "C", "K" & "L").
- 2-8 The weather was fair and moderate (Appendix "N").
- 2-9 The details of the damage to the aircraft and various marks left on the runway and fair weather strip and the path it followed is shown in (Appendix "P").
- 2-10 No injury was sustained by any one including the crew of the aircraft (Appendix "D").
- 2-11 This incident/accident is attributed partly due to error of jugment on the part of Captain Dietrich Seeck and partly due to possible encountering of down wing shear.
- 2-12 After recording the statement of the Captain and Engineer Mr. Schipulowski Hartmut, they were released by Investigator-in-charge as they were no longer required and a certificate to this effect was given to them (Appendix "O").
- 2-13 The aircraft was cleared by board of investigation, and was removed from the site which was later on packed and despatched to West Germany in their own aircraft (German).

/Conclusion

3. CONCLUSION

- 3-1 Sudden loss of height is attributed partly due to Pilot error and partly due to a possible sudden down burst or micro burst or severe wind shear, encountered on the finals as stated by Captain Dietrich Seeck (Appendix "A") and presence of turbulence as reported by Captain Ijaz Haider Zaidi (Appendix "B"). There have been cases where no wind shear or turbulence had been reported, yet aircraft are known to have encountered severe wind shear or sudden down burst.
- 3-2 The aircraft was fully serviceable before the flight (Appendix "K" & "L").
- 3-3 The weather was normal and there was no wind shear reported by any Pilot including Captain Dietrich Seeck in his previous landing (Appendix "A").
- 3-4 There was no injury sustained by any one including the crew of the aircraft (Appendix "D").

4. RECOMMENDATIONS

- 4-1 Captain Dietrich Seeck may be advised to exercise greater vigilance while giving demonstration in foreign countries, where the airfields are not familiar.
- 4-2 Pilots in general may be advised to keep in mind the possibility of encountering, sudden down burst or micro burst or severe wind shear, particularly during landing configuration.

PHOTOGRAPHS SHOWING ARRESTING
BARRIER, DAMAGE AND TYRE MARKS.

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VARIOUS VIEWS OF TYRE MARKS
ON RUNWAY, KATCHA AND BROKEN N
RUNWAY LIGHT



BROKEN LIGHT



TYRE MARKS



TYRE MARKS
(STUB)

TYRE MARKS AND VARIOUS VIEWS
OF CRASHED AIRCRAFT

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CRASHED A/c
TYRE MARKS



CRASHED A/c
AND PATH IT
FOLLOWED



BROKEN
PIECES
OF
PROPELLER



VARIOUS VIEWS OF CRASHED A/C

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- 6 -

CRASHED A/C AND LEFT LANDING
GEAR

CRASHED
A/C



LEFT
LANDING
GEAR



-8-

VARIOUS VIEWS OF DAMAGED PARTS

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-9-

DIFFERENT VIEWS OF INSTRUMENT PANEL

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