

CIVIL AVIATION AUTHORITY

KARACHI, PAKISTAN

AIRCRAFT ACCIDENT INVESTIGATION REPORT

FORCED LANDING INCIDENT TO KOHISTAN FLYING ACADEMY  
C-172 REG.MKS. AP-BDN ON 9TH JULY,90 NEAR HAFIZABAD

**Authority:** Director General, Civil Aviation Authority  
Memorandum No. HQ.CAA/1901/115/AIB  
Dated 10th July, 1990 (App 'A').

COMPOSITION OF INVESTIGATION TEAM

- |    |                                                                            |                        |
|----|----------------------------------------------------------------------------|------------------------|
| 1. | Gp.Capt.(Retd) Rashid A.Chaudhry<br>G.M.(General Manager)                  | Investigator-in-Charge |
| 2. | Mr.Shamim-ud-Din Ahmed<br>Dy.Chief of Airworthiness<br>CAA, Lahore Airport | Investigator           |

1. AIRCRAFT INFORMATION

- |      |                                                                            |   |                                         |
|------|----------------------------------------------------------------------------|---|-----------------------------------------|
| 1.1. | Registration Marking.                                                      | : | AP-BDN                                  |
| 1.2. | A/c type & Marker's S.No.                                                  | : | Cessna-172                              |
| 1.3. | Certificate of Reg.No. and Validity.                                       | : | 613                                     |
| 1.4. | Certificate of Airworthiness No. and date of expiry, and flight manual No. | : | 566<br>11-10-1990                       |
| 1.5. | Certificate of Safety date and time (GMT) of issue and period of validity. | : | 17.7.1990                               |
| 1.6. | Name & Address of Owner                                                    | : | M/s.Kohistan Flying Academy, Faisalabad |

2. CREW INFORMATION

2.1. Pilot-in-Command

- |          |                          |   |                                                                     |
|----------|--------------------------|---|---------------------------------------------------------------------|
| 2.1.1.   | Name                     | : | Wahid-ud-Din Ahmed                                                  |
| 2.1.2.   | Position in the Cockpit  | : | Captain                                                             |
| 2.1.3.   | Date of Birth            | : | 24.10.1931                                                          |
| 2.1.4.   | Type of Lic & No.        | : | ALTP No.122                                                         |
| 2.1.5.   | Medical date with status | : | Fit for renewal of ALTP subject to use of corrective glasses.       |
| 2.1.6.   | Ratings                  |   |                                                                     |
| 2.1.6.1. | Type(s) Held             | : | C-150,152,337,185,310,402<br>421,172,Piper Apchi & Grand Commander. |

2.1.6.2. Type Current : C-150,152,337,185,Piper  
Apchi 172 and 421.

2.1.6.3. Assist/Flt. : F.I.Rating  
Instructor  
Rating.

2.1.6.4. Check Rating : C-172,150,152 & 421.

**2.1.7. Flying Experience:-**

2.1.7.1. Grant Total : Over 17000.00 hrs

2.1.7.2. Total-in-Command : About 15000.00 hrs

**3. MET**

3.1. Warning was issued for Lahore & Faisalabad. Thunder-storm/Rain likely over Lahore and Faisalabad. Occasional dust raising winds over Lahore and Faisalabad areas during 0900 to 1600 hrs (during the period the aircraft was to fly). Surface wind from South/South West may gust upto 18 Kts and visibility may reduce to less than 3 Km due to dust rain & winds.

(Met Reports at Appendix - 'G-4'.)

**4. SUMMARY OF ACCIDENT**

4.1. Cessna-172N Reg.Mks. AP-BDN belonging to Kohistan Flying Academy was on a flight from Multan to Faisalabad. Despite Met warning at Faisalabad, the Pilot-in-Command took off from Multan, and approaching Faisalabad, lost his ground position. He decided to divert to Lahore. But due to approaching sunset and being unsure whether he will make Lahore or not, the Pilot decided to Force Land the aircraft on a dry bed of River Chenab near Chak Sajjada District Gujranwala.

/3.2.Both

- 4.2. Both the Pilot and his passenger were unhurt. The aircraft was also not damaged during the forced landing. However later on due to a storm, the aircraft over turned and was badly damaged.
- 4.3. The Captain of the aircraft obtained weather for the return flight from Multan to Faisalabad on the radio.. Faisalabad had a met warning for poor visibility due to dust storm. This warning was issued for the period (1300 hrs to 1400 hrs) the Captain was to fly to Faisalabad later on the warning was extended to 1700 hrs. Operating a small aircraft Cessna-172, the Pilot should have realized that he was not equipped to take on the mission and should not have taken off that day.
- 4.4. However being a very Senior Pilot it can be understood from the evidence available, that it was due to complacency that this flight was under taken. When operating under marginal weather conditions, it is extremely necessary that a careful planning of the mission is done. Keeping in mind about all eventualities that can take place. The alternate destination and route depending on the weather is selected carefully. A proper map with route charted and fuel time computed to the minutest detail is absolutely essential. There is no evidence that the Captain did any such ground work before departure. The action on his part to take off was purely based on whims and complacency. This is further corroborated by his decision to divert to Lahore, again a station reporting met warning due to poor visibility and thunderstorm. (ATC Transcript App.'D').

/3.5.The fact

- 4.5. The fact is that the Pilot was lost. He was unsure of his ground position as is evident from his request in the air to Faisalabad Station to raise Sargodha Radar and obtain a fix on him. (ATC Transcript App. 'D').
- 4.6. The Pilot had selected Faisalabad NDB. The cockpit display indicated that Faisalabad was dead ahead (Pilot statement App 'J'). His statement that he did not have beacon passage as his NDB had locked on to a thunderstorm shows his poor knowledge of the way and NDB works. Due to presence of a thunderstorm, an NDB needle may become erratic and hunt but would never lock on to a thunderstorm.
- 4.7. The Pilot did not have visual contact with the ground. He therefore could not establish his ground position. As his estimated time of Arrival (ETA) approached, he became uneasy and tense. He was relying only on his ADF which was indicating Faisalabad dead ahead (Statement of Pilot App 'J'). Had he continued on the same heading for a bit longer, he would have arrived overhead Faisalabad. Being tense and under pressure as he was unsure of his position, the knowledge of approaching sunset did more to add pressure on him as he knew that he would not be able to force land the aircraft in the dark.
- 4.8. When he did not have beacon passage on his ETA over Faisalabad, he jumped to conclusion that his ADF needle had probably locked onto a thunderstorm cloud which existed nearby. This further indicates that although the Pilot has lot of experience behind him, he lacks knowledge of the working of NDB.

- 4.9. Being under pressure already he now panicked and decided to divert to Lahore (ATC Transcript App 'D') without realizing that Lahore too had a met warning for poor visibility and thunderstorm. This further corroborates the earlier discussion on bad planning of the Pilot before departure. Had he known the weather at Lahore, he would not have selected Lahore for diversion.
- 4.10. Rule 276, of Civil Aviation Rules states that,  
"An aircraft shall not take-off for the purpose of making a flight under the Visual Flight Rules unless current meteorological reports, or a combination of current meteorological conditions along the route to be flown are and will be such that the flight will be completed before night after making any allowances specified by the Director General by order in Aeronautical Information Publications"
- 4.11. The Captain being such a Senior Pilot showed complete disregard to the above rule and took on the sortie thereby putting his own & his passengers life and the safety of the aircraft in jeopardy.
- 4.12. The Pilot had a serviceable VOR on board and had he selected Multan and turned back, he could have made Multan in slightly over an hour. His decision to divert to Lahore was a cause of poor planning before departure. The Pilot is himself to blame for having put himself in a in-retrieveable situation.

## 5. FINDINGS

- 5.1. The aircraft was fully serviceable before the flight.  
Certificate of Airworthiness was valid upto 11.10.90.
- 5.2. Certificate of Maintenance was valid upto 17.7.90.
- 5.3. The Pilot was rated for the type of aircraft and his licence ALTP.122 was valid.
- 5.4. The Pilot had filed a VFR flight plan without realizing that his destination Faisalabad was reporting Met warning for poor visibility.
- 5.5. When the Pilot got lost close to Faisalabad, he tried to obtain a fix by raising Sargodha radar through Faisalabad Station.
- 5.6. He decided to divert to Lahore which was again reporting Met warning due to poor visibility and thunderstorm.
- 5.7. The Pilot completely disregarded the Met warnings both at destination and at the alternate indicating his complacent altitude.
- 5.8. The Pilot had a serviceable NDB and VOR on board which he did not utilize to obtain a fix. He jumped to conclusion that he had crossed his destination.

## 6. CAUSE

- 6.1. The forced landing incident was caused as the Pilot did not take the Met warnings both at destination and at the alternate seriously and his complacent attitude towards flying.

/7. RECOMMENDATION

## 7. RECOMMENDATIONS

- 7.1. Action may be taken against Wg.Cdr(R) W.D.Ahmed for violating rule 276 and 264 (2) of Civil Aviation Rules 1978.
- 7.2. All General Aviation Pilots be informed through flight safety bulletins about the hazards of flying in adverse weather conditions.
- 7.3. All Operators must include in their flight Operations Manual the proper procedures to be followed in case of adverse weather and should specify the limitations for operations in adverse weather.
- 7.4. All General Aviation Pilots when being flight tested, should undergo an oral exam by the Flight Inspector which should include procedures on route flying and navigation.



APP. C1



APP. C2



APP. C3



APP C-4



APP C-5



APP C-6



APP-C-7



APP C-8



APP C 9



APP C 10



APP C 11



APP-C12



APP C 13



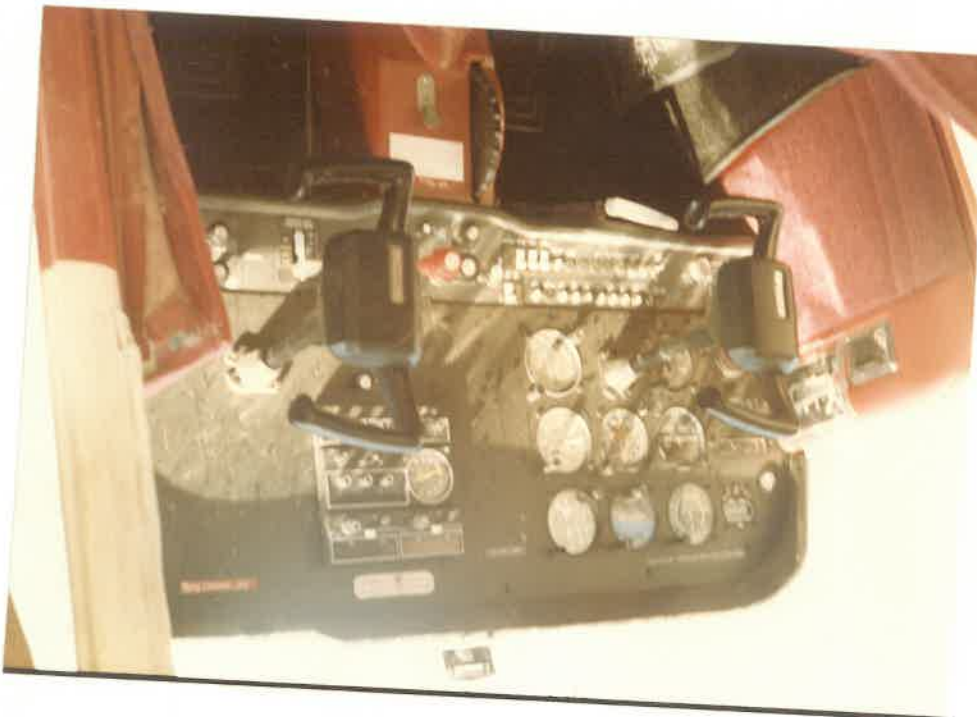
APP C 14



App C 15



App C 16



App C 17

App C 18



App C 19





APP C 20



APP C 21



APP C 22