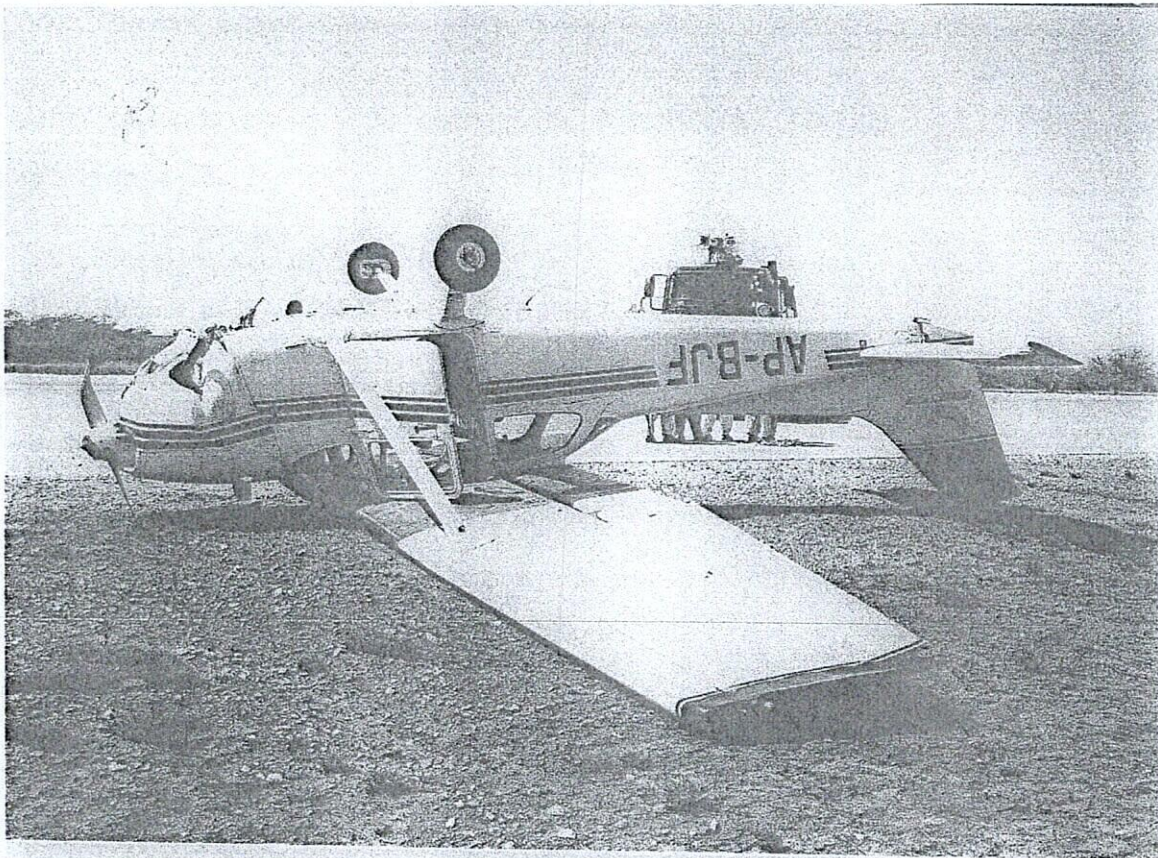




پاکستان سول ایوی ایشن اتھارٹی

PAKISTAN CIVIL AVIATION AUTHORITY
(SAFETY INVESTIGATION BOARD)



ACCIDENT TO M/S SCHON AIR
CESSNA-172 AIRCRAFT, REG. NO AP-BJF AT
NAWABSHAH AIRPORT ON 3 PRIL 2011

INVESTIGATION REPORT

ACCIDENT TO M/S SCHON CESSNA-172 AIRCRAFT REG. NO. AP-BJF AT NAWABSHAH AIRPORT ON 3 APRIL 2011

SYNOPSIS: On 03 April 2011, a local training flight of M/s. Schon Air (Pvt) Ltd, aircraft Cessna 172, Reg. No AP-BJF was scheduled to fly second solo consolidation flight followed by second solo flight at Nawabshah airport. Captain Javed Malik the instructor Pilot conducted dual circuits and landings with the Student Pilot and cleared SP for his second solo flight at about 1200 hrs local (0700 UTC). The entire circuit was being supervised by Instructor Pilot. The take off, circuit and approach was stated to be with no abnormality. During landing on RWY- 02, aircraft bounced twice and started to drift right. As the aircraft departed prepared surface to the right, the nose of the aircraft got stuck making aircraft flip over its back, and rested inverted. Student pilot came out unhurt; however, aircraft sustained substantial damage.

The investigation was undertaken vide Director General Civil Aviation Authority Memorandum No HQCAA/1901/342/SIB/2474 dated 7 April 2011.

1. FACTUAL INFORMATION

1.1 History of the Flight: The aircraft had flown two flights before the incident flight. Aircraft took off in the morning from JIAP Karachi and landed at Nawabshah. It then flew a circuits & landings training flight before the incident flight and had flown for 1:50 hrs. The incident flight was the third flight at Nawabshah.

1.2 Injuries to Persons: No injury to any crew member.

1.3 Damage to Aircraft: Propeller and nose gear assembly was badly damaged, with extensive distortions in the main forward fuselage and wing.

1.4 Crew Information:

1.4.1 Student Pilot : M Mustafa Khan, holder of valid SPL, Experience 25 Hrs.

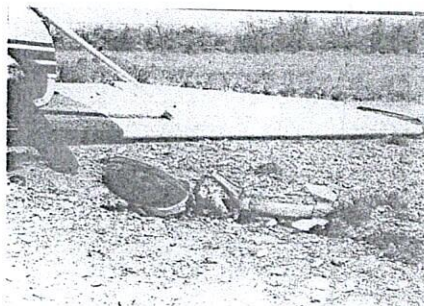
1.4.2 Instructor Name : Captain Javed Malik

Total Flight Time	:	1325:00 Hrs
Instructional	:	710:00
Multi Engine	:	300 Hrs
Ratings	:	C-172, PA-34, PA-23-250

1.5 Aircraft Information: Cessna – 172, Reg. No. AP-BJF

1.6 Defect History: Scrutiny of the aircraft flight log book revealed no specific trend related to aircraft system performance.

- 1.7 **Flight Recorder / CVR:** Aircraft was not equipped with FDR / CVR.
- 1.8 **Weather Information:** Fair, with visibility 6kms and wind calm.
- 1.9 **Wreckage and Impact Information:** After touchdown, the aircraft re bounced twice went into right side and got toppled leaving clear marks on unprepared surface.
- 1.10 **Sequence of Events.** On 3rd of April 2011 Student Pilot Muhammad Mustafa was scheduled to fly his second solo flight. Captain Javed Malik was the Instructor Pilot. As Schon Air Ltd is based at JIAP Karachi, a training flight took off for cross country to Nawabshah and to conduct Solo Check (circuits & landings) at Nawabshah before SP could be cleared for solo flight. The solo flight was flown at Nawabshah itself.
- 1.11 After landing at Nawabshah aircraft was parked at re-fuelling area. Aircraft was pre-flighted by SP and supervised by IP for Solo check flight. Aircraft started the engine and was cleared to enter active back track Rwy-02. After takeoff, aircraft continued for 14 circuits & landings and go round training for duration of 01:50. As stated, the IP found SP confident to be released for his second solo circuit.
- 1.12 At 1200 hrs SP was briefed IP for the circuit procedures once again. IP had hand held radio transceiver set on tower FRQ 118.10 to monitor RT of solo SP. The solo SP asked for start up and taxi instructions from NH tower and he was cleared to back track and line up Rwy-02 at OPNH.
- 1.13 Solo flight took off from Rwy-02 and proceeded with normal climb out and entered left hand circuit. IP was watching the solo flight and monitoring his RT for his position reports. IP kept asking the SP for various flight parameters and kept providing required guidance. As stated, the IP observed aircraft established for Rwy-02 finals, made normal approach and flared at correct place. As the aircraft touched down it bounced, lifted up slightly then bounced again on three wheels and bounced yet another time. Aircraft kept shifting towards the right side of the Rwy-02.
- 1.14 Engine power was heard to be added, the airplane nose hit the runway edge and aircraft toppled over on its back. SP came out of inverted aircraft safe and unhurt. Later, on arrival the SP entered airplane and turned off the Master switch and Magnetos, and pulled the mixture out.



2. ANALYSIS

2.1 **Technical Analysis:** No pre-incident technical malfunctions or un-serviceability in the aircraft or its systems could be isolated as contributory reasons for the occurrence.

2.2 **Ops Analysis:** Improper understanding of Student Pilot about correct landing techniques as well as about the actions in case of encountering porpoise caused the occurrence.

3. **CONCLUSION.** Aircraft was airworthy to be released for the flight. Student Pilot had been a regular student and accomplished pre-requisites to commence flying and the solo flight. His first solo and rest of the circuits and landings sorties were also considered satisfactory by the DCP. The incident landing however seems to be a result of spending crucial time in the cockpit for monitoring airspeed, instead of looking out to correctly flare out and appreciate the sink.

3.1 **Cause of Occurrence.** Incorrect landing technique caused the occurrence.

4. FINDINGS

4.1 All aircraft systems were operating normal till incident landing.

4.2 Instructor Pilot was a qualified and experienced instructor for the type.

4.3 Student Pilot was qualified and authorized to undertake the flight.

4.4 SP lacked correct landing techniques especially at and after flare out and during touchdown.

4.5 SP lacked know how of countering porpoise motion of aircraft.

5. SAFETY RECOMMENDATIONS

5.1 Flight crew training scheme to ensure greater emphasised upon correct landing techniques and time devotion in the cockpit vis-s-vis looking out during flare out and touch down phases.

Dated: 3 February 2012