

CIVIL AVIATION AUTHORITY
ISLAMABAD AIRPORT

TO INVESTIGATE INTO THE INCIDENT INVOLVING
F-27 AIRCRAFT, REGISTRATION NO. AP-BAL (TYRE
BURST) ON A TRAINING FLIGHT ON 300784 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>	All four main wheel tyres burst.
1-4	<u>Other damage</u>	Nil
1-5	<u>Crew Information</u>	a. Training Captain Khalid Mufti, P-35204. b. Captain Tariq Malik, Pilot under renewal check, P-36178. c. Captain Ayub Samad, Pilot under renewal check, P-36171. d. Captain Suleman Azhar, Pilot under renewal check, P-37500.
1-6	<u>Aircraft Information</u>	F-27, Reg. No. AP-BAL.
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

2. ANALYSIS

- 2-1 There was a training flight on 30th July, 1984 on F-27 aircraft, Reg. No. AP-BAL, with Instructor Pilot Captain Khalid Mufti for a recurrent training, alongwith Captain Tariq Malik, Captain Suleman Azhar and Captain Ayub Samad (Appendix "A", "B", "C" & "D").
- 2-2 Take off abort call was given by Instructor Pilot Captain Khalid Mufti who was on right hand seat to Captain Tariq Malik who was on the left hand seat, by calling "Electrical Failure" at about 80 Kts. (I.A.S.) (Appendix "A" & "B").
- 2-3 According to Captain Tariq Malik two emergencies were given to him namely "Electrical Failure" and normal brake failure. Captain Tariq Malik therefore, had to handle two emergencies at the same time. (Appendix "B").
- 2-4 Captain Tariq Malik stated that he did not have effective directional control of aircraft because of nose wheel steering control which was not available due to Electrical Failure. The aircraft started pulling to the right side of the centre line. Emergencies brakes were used at 4000 feet approximately from the begining of R/W 30. The aircraft stopped at about 5000 feet from the begining of R/W. During this period the Instructor Pilot Captain Khalid Mufti asked Captain Tariq Malik to leave the control which he did. (Appendix "B").
- 2-5 A.T.C. informed the Captain of the aircraft that smoke was coming out of the tyres. After the aircraft stopped at 1310 ~~z~~ the side windows of the aircraft were opened and observed all four wheels had blown out (Appendix "A" & "B").
- 2-6 According to the statement of Captain Khalid Mufti, Captain Suleman Azhar the pre-flight briefing given by Instructor Pilot Captain Khalid Mufti was comprehensive and covered abort take off due to various factors including electrical and normal brake failure. (Appendix "A" & "C"). However

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according to the statement of Captain Tariq Malik and Captain Ayub Samad no briefing was given about abort take off due to electrical and normal brake failure. (Appendix "B" & "D").

- 2-7 The weather was clear and fine with moderate wind 3-5 Kts.
- 2-8 There was no other damage observed by the engineering staff except that all the four tyres had burst which were replaced. (Appendix "F").
- 2-9 The runway remained blocked for nearly one hrs. & thirty minutes. Every possible effort was made to clear the runway as soon as possible by Civil Aviation Authority, Islamabad Airport and P.I.A. Engineers.
- 2-10 A line diagram showing the aircraft and the tyre marks is given in Appendix "G". Furthermore the photographs of tyre burst (Aircraft Reg. No. AP-BAL) and tyre marks is given in (Appendix "H").
- 2-11 Captain Tariq Malik did not take proper action to stop the aircraft and did not call out the use of Emergency brakes. Furthermore had the Emergency brakes been used at intervals this situation could have been judiciously averted.
- 2-12 Inadequate briefing by Trg. Captain was a contributory factor. Furthermore had he been alert, he could have immediately taken over the controls and initiated corrective action; in time, to prevent this incident/accident.

3. CONCLUSION

- 3-1 The aircraft F-27, Registered No. AP-BAL, was on a training flight on 30th July, 1984, with Instructor Pilot Khalid Mufti alongwith Captain Tariq Malik, Captain Suleman Azhar and Captain Ayub Samad (Appendix "A", "B", "C" & "D").
- 3-2 This incident is attributed to Pilot error, in that

/Captain

Captain Tariq Malik failed to take proper corrective action, instead of using emergencies brakes at short intervals, he literally "sat on the brakes" which resulted in all four tyre burst. (Appendix "B").

- 3-3 The situation was aggravated by Instructor Pilot Captain Khalid Mufti for failing to take prompt and effective action during this exercise. Had he been alert this incident could have been avoided. This was further aggravated by inadequate pre-flight briefing. (Appendix "A").
- 3-4 The aircraft did not sustain any other damage except that all the four tyres burst, which were later on replaced. (Appendix "E").
- 3-5 No one including the crew was hurt/injured.

4. RECOMMENDATIONS

- 4-1 This incident was caused due to Pilot error, had the Pilot taken proper corrective action this incident would have been avoided.
- 4-2 This incident could have been avoided had Captain Khalid Mufti been fully alert and taken immediate corrective action. This was further aggravated by inadequate pre-flight briefing.
- 4-3 Sufficient training should be imparted to Captain Tariq Malik on dealing with emergencies.
- 4-4 Captain Khalid Mufti be asked to prepare his exercises thoroughly, so that he could give effective and comprehensive pre-flight briefing, and also to be fully alert during such exercises, so that prompt corrective action could be taken in such cases.

12th August, 1984.

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