

ORIGINAL

NO.HQCAA/1901/208/SIB



CIVIL AVIATION AUTHORITY

AIRCRAFT INCIDENT INVESTIGATION M/S PAK AVIATORS

CESSNA- 337 REG.NO.AP-BDW WHICH OCCURRED

ON 08TH JUNE, 1996

AT

WALTON AIRPORT LAHORE

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INVESTIGATION REPORT IN RESPECT OF INCIDENT TO
M/S PAK AVIATORS CESSNA-337 AIRCRAFT REG NO AP-BDW
OCCURRED AT WALTON AIRPORT LAHORE
ON 8TH JUNE, 1996

Authority:- Director General Civil Aviation Authority
Memorandum No. HQ CAA/1901/208/SIB dated 16th
June, 1996.

COMPOSITION OF INVESTIGATION TEAM

- | | | |
|-----|---|-----------------------|
| (a) | Air Cdre Jamal Hussain
President, SIB CAA | Investigator Incharge |
| (b) | Wg Cdr (Rtd) Sajjad Ahmed
Technical Investigator CAA | Investigator |

1. AIRCRAFT INFORMATION

- | | | |
|------|--------------------|--------------|
| 1.1. | Type of aircraft | : Cessna-337 |
| 1.2. | Registration Marks | : AP-BDW |

2. CREW INFORMATION

2.1 Pilot-in-Command

- | | | |
|--------|-------------------------|---|
| 2.1.1. | Name | : Waheed-Ud-Din Ahmed |
| 2.1.2. | Position in the cockpit | : Instructor |
| 2.1.3. | Date of Birth | : 24-10-1931 |
| 2.1.4. | Type of Lic and No | : A.L.T.P.Licence No:122 |
| 2.1.5. | Medical dt with status | : 23-07-96. Fit for renewal of ALTP
Licence subject to wearing of
corrective glasses. |

2.1.6. Rating

2.1.6.1. Type(s) held : Piper Appache, C-150, 170, 172, 180, 182, 185, 310-B/320 and 206. Helco Courier 295, Piper cherokee-140 beach Mushuteer, C-421, Auster Series Aerocommander, PA-28, B.N. Islander, DC-3, F-27, Aero Commander.

2.1.7. Flying Experience

2.1.7.1. Grand total : 17,000 hours.

3. SUMMARY OF INCIDENT

3.1. On 8th June, 1996 M/s Pak Aviators Cessna-337 aircraft Reg No.AP-BDW while performing engine Functional Check Flight mission overhead Lahore had an incident at Walton Airport. The Captain after performing the functional check of the engine continued the sortie and commenced training of pilots who were already on board. During this process Captain Wheed-ud-Din Ahmed after giving two touch and go landings to the trainee pilots at Walton Airport forgot to lower the landing gears in the third landing and made a belly landing on the runway. The aircraft was substantially damaged; however, no injury to any person was caused.

4. INJURY TO PERSONS

4.1. There was no injury to any passenger or the crew members.

5. **DAMAGE TO AIRCRAFT**

5.1. Minor damage to the aircraft was caused.(Refer Appendix. 'C' to this report)

6. **OTHER DAMAGES**

6.1. None

7. **METEOROLOGICAL CONDITION**

7.1. The weather was fair and visibility was good.

8. **NAVIGATIONAL & LANDING AIDS**

8.1. Not relevant.

9. **COMMUNICATIONS**

9.1. Not relevant.

10. **AERODROME AND GROUND FACILITIES**

10.1. Not relevant.

11. **FLIGHT RECORDERS**

11.1. Not relevant.

12. **WRECKAGE & IMPACT INFORMATION**

12.1. Not relevant.

13. **FIRE**

13.1. No smoke or fire was caused due to the incident.

14. **SURVIVAL ASPECTS**

14.1. All crews disembarked using the normal exits

15. **TEST & RESEARCH**

15.1. Nil

16. **OBSERVATIONS**

16.1. Nil

17. **WITNESSES**

7.1. Statement of witnesses are given in Appendix "D1" to D6" of this report.

18. **Investigation.**

18.1. On 7th June, 1996 the fuel distributor valve PT.No.63135-IIA of engine installed on Cessna-337 Aircraft REG NO.AP-BDW of M/s Pakistan Aviations

(Pvt) Ltd, was replaced. In accordance with the instructions contained in the Aircraft Maintenance Manual replacement of subject part requires a functional check flight for engine prior to release of aircraft for normal operations. Therefore, on 8th June, 1996 Capt. Waheed-Ud-Din Ahmed was detailed to carry out subject mission and was authorized by Chief Executive to take Captain Omer Rasheed along with him for observation and familiarization

18.2. Despite the fact that Chief Executive Shoukat Parekh had not authorized any type of training during the sortie Captain Waheed-ud-Din took his son Captain Nafees also along for giving him practice landings. Additionally, prior to the sortie Captain Waheed-ud-Din didn't book out from the authorization book of the Company.

18.3. At about 1500 Hrs PST the aircraft took-off for FCF mission with Captain Waheed and Capt Omer Rashid in the front seats and Captain Nafees in the rear seat. After performing the engine FCF satisfactorily overhead Lahore Capt. Waheed-ud-Din continued the sortie and commenced training of the pilots on board. After giving two touch and go landings to Capt. Omer Rashid at Walton Airport he asked Capt Nafees to interchange position with Capt Omer Rashid. Subsequently, Captain Waheed-ud-Din Ahmed asked Captain Nafees to carry out touch and go landing on Runway-14 at Walton. During down wind Capt Waheed called for the down wind checks which Captain Nafees performed but forgot to select the landing gear handle down and Captain Waheed also failed to check that the gear handle was selected in down position. Before turning on finals in his efforts to show some ground reference for landing to Captain Nafees, Captain Waheed realized that aircraft was high approach on and took over the controls from Capt Nafees and executed the landing. After the aircraft had settled down it was realized that a gear up landing

had been executed. The aircraft was substantially damaged the details of which are given in Appendix 'B1' to 'B4' of this report. However, no injury was caused to any person.

19. **FINDINGS.**

- 19.1. The documents of the aircraft were in order.
- 19.2. Licence of the Captain was appropriate and valid.
- 19.3. The weather was fair and there was no rain or wet runway conditions at the time of occurrence.
- 19.4. On 8th June, 1996 Captain Waheed was required to carry out engine functional check flight of aircraft Reg No. AP-BDW as engine Distributer Valve Part No. 63135-IIA was changed on 7th June, 1996.
- 19.5. Capt Waheed didn't book out from the company's Authorization Book prior to the mission.
- 19.6. Contrary to the instructions of the Chief Executive Captain Waheed after carrying out the engine FCF continued the sortie and commenced landing practice of the pilots who were on board at Walton airport.
- 19.7 After giving two practice landings to Captain Omer, Capt Waheed went for third practice landing with Capt Nafees and during down wind checks failed to select the landing gear handle down and executed a gears up landing at Walton Airport.

20. **Causes**

- 20.1 The incident was caused due to failure of the pilot to check the landing gear handle was down prior to landing.

9. Recommendations

9.1. In view of the findings following recommendations are made:-

9.1.1. Disciplinary action under Civil Aviation Rules 1994 be instituted against Captain Waheed-Ud-Din Ahmed ALTP No. 122 for operating the aircraft negligently and not following the Standard Operating Procedures. Rules 120; 220 and 240(1) Of Civil Aviation Rules 1994 are applicable.

9.1.2. Chief Executive M/s. Pakistan Aviators and Aviation (Pvt) Ltd must ensure that all pilots bookout from the authorization book prior to commencement of a sortie.



BELLY LANDING



APP. B2

BELLY LANDING - ANOTHER VIEW



BELLY LANDING



APP. B4

BELLY LANDING - ANOTHER VIEW