

GROUND ACCIDENT BETWEEN PIA CATERING VAN NO. 429
AND B-720, REG. NO. AP-AXM ON 011284 AT 1315 HRS.
AT ISLAMABAD AIRPORT

Note:- The aircraft belongs to Karachi and all information is held at Karachi.

1. AIRCRAFT INFORMATION

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|---|---|--------|
| 1.1 Aircraft type and Manufacturer's Serial Number. | : | B-720 |
| 1.2 Registration Marking | : | AP-AXM |
| 1.3. Engine type, installation & Manufacturer's S.No. | : | |
| 1.4 Certificate of Registration. | : | |
| 1.5 Certificate of Airworthiness | : | |
| 1.6 Certificate of Maintenance. | : | |
| 1.7. Date of Construction of Airframe | : | |
| 1.8 Owner | : | |
| 1.9 Weight permitted by C of A | : | |
| 1.10 Weight at time of accident | : | |
| 1.11 C of G | : | |
| 1.12 <u>AIRCRAFT HISTORY</u> | | |
| 1.12.1 Hours since new | : | |
| 1.12.2 Hours since C of A Inspection | : | |
| 1.12.3 Modification | : | |
| 1.13 <u>ENGINE HISTORY</u> | | |
| 1.13.1 Hours since new | : | |
| 1.13.2 Hours since C of A inspection. | : | |
| 1.13.3 Modifications. | : | |
| 1.14 Accessory History | : | |
| 1.15 Defects. | : | |
| 2. <u>CREW INFORMATION</u> | | |
| 2.1 <u>Pilot-in-command (A.F.I.)</u> | : | |

N/A

N/A

3. SUMMARY

- 3-1 On 1st December, 1984 at 1315 hrs. a P.I.A. catering van No. 429 loaded aircraft AP-AXM (PK-385). This aircraft was due to leave at 1400 hours.
- 3-2 After loading the vehicle was guided by Marshallar Mr. Abdullah Khokhar, P-29068. (Appendix "B").
- 3-3 The Marshallar Mr. Abdullah Khokhar considering that the vehicle was clear of the aircraft gave a signal to the driver to drive away the vehicle. The vehicle actually was not clear of the aircraft (Appendix "B").
- 3-4 Mr. Ali Ahmed, Driver of catering van, drove the vehicle on instructions from the Marshallar Mr. Abdullah Khokhar as it was impossible for the driver to see the top portion of the vehicle from his driving seat. The vehicle top left hand corner hit the right hand side wing tip trailing edge and caused minor damage.

4. INJURY TO PERSONS

- 4-1 There was no injury to any person.

5. DAMAGE TO AIRCRAFT

- 5-1 The following damage was noted after the aircraft was stripped:-
- 5-1-1 On inspection found R.H.S. wing tip trailing edge honey comb piece about (11x10") damaged and skin cracked about 3" smas.
- 5-1-2 Hole drilled and damaged honey comb reinforced with alloy sheets area checked for secondary damage and damaged area

/temperally

temporarily repaired & protected as per repair manual.

5-1-3 Aircraft cleared at 1530 hrs. L.T.

5-1-4 Item referred to base for permanent repair.

6. OTHER DAMAGES

6-1 The catering van No. 429 did not sustain any damage only a small part of the paint peeled off at the point of impact.

7. METEOROLOGICAL CONDITIONS

7-1 Weather was fair. (Appendix "E").

7-2 Weather was not a factor.

8. AIDS TO NAVIGATION

8-1 Not applicable.

9. COMMUNICATION

9-1 Not applicable.

10. AERODROME & GROUND FACILITIES

10-1 Normal facilities were available at the airport.

10-2 Aerodrome & ground facilities were not a factor.

11. FLIGHT RECORDERS

11-1 Not applicable.

12. WRECKAGE

12-1 The temporary repair was carried out and the aircraft was cleared by P.I.A. Engineering Staff at 1530 hrs. L.T.

13. FIRE

13-1 No fire occurred.

14. SURVIVAL ASPECT

14-1 No one was injured.

/Test

15. TEST AND RESEARCH

15-1 Not required.

16. OBSERVATIONS

16-1 It was observed that catering van No. 429 had been moved away from the scene of the accident without prior permission of Investigator Incharge.

I N V E S T I G A T I O N

17. SCENE OF ACCIDENT

17-1 The investigator incharge reached the scene of accident at 1335 hrs. on 1st December, 1984.

17-2 Photographs were taken of damaged portion of aircraft AP-AXM at various angles and also of the effected parts of catering van No. 429 (Appendix "C", "D" & "F").

17-3 The repair of the damaged part of the aircraft were discussed with Duty Engineer who stated that a temporary repairs would be carried out and the aircraft was expected to be released within two hours approximately.

18. EXAMINATION OF THE WRECKAGE

18-1 The damaged part of the aircraft was inspected and repair work was discussed with the Duty Engineer, who stated that aircraft was expected to be released within two hours approximately.

19. WITNESSES

19-1 The following information was obtained from the witnesses.

19-1-1 Mr. Ali Ahmed, Driver of catering van stated that after carrying out the loading on the aircraft AP-AXM he was allowed to

/drive

to drive away from the aircraft by the Marshallar Mr. Abdullah Khokhar.
(Appendix "A" & "B").

19-1-2 The Driver Mr. Ali Ahmed was given clearance by Marshallar Mr. Abdullah Khokhar (Appendix "B").

19-1-3 As Ali Ahmed, Driver while driving the van No. 429, hit the right hand side wing tip trailing edge, as he could not see the top portion of the vehicle (Appendix "A").

19-1-4 The Driver, Mr. Ali Ahmed after the accident moved the vehicle away from the scene of accident without prior permission from the Investigator Incharge.

19-1-5 The Marshallar Mr. Abdullah Khokhar stated that it was his duty to Marshal the catering van away from the aircraft and furthermore he was not to move from his place of duty unless the vehicle had cleared the aircraft and was Safely driven away (Appendix "B").

20. DOCUMENTS

20-1 The following information was obtained from the documents:-

20-1-1 The aircraft was properly registered bearing Nationality and Registration Mark AP-AXM.

20-1-2 Aircraft was properly maintained having valid C of A, C of M and D.I.

20-1-3 Flight was properly authorised.

21. DISCUSSION

21.1 ANALYSIS

21-1-1 Mr. Ali Ahmed, Driver carried out his

/duty

duty of loading the aircraft and was cleared to move away by the Marshallar Mr. Abdullah Khokhar. (Appendix "A" & "B").

21-1-2 Mr. Ali Ahmed, Driver moved the vehicle and during this process, the top left hand corner of the catering van No. 429 hit the right hand side wing tip trailing edge, as he could not see the left hand top portion of vehicle from his driving seat.

21-1-3 He stopped the vehicle immediately after the accident.

21-1-4 Mr. Abdullah Khokhar did not ensure that the vehicle was clear of the aircraft before giving a signal to the driver, to drive away the vehicle. Furthermore he did not stay at his place of duty to ensure that the catering van No. 429 was well clear of the aircraft before it was allowed to be driven away.

21-1-5 The aircraft sustained minor damage. (Appendix "C", "D" & "F").

22. CAUSE

22-1 The cause of the accident was due to poor Marshalling and carelessness on the part of Mr. Abdullah Khokhar, P-29068.

22-2 The driver could not see the top left hand portion of his vehicle from his driving seat, and was therefore totally dependent on the signals/clearance from the Marshallar.

23. FINDINGS

23-1 Based on the discussion in para 21 of this report,

/it was

it was established that Mr. Abdullah Khokhar, Marshallar was held responsible for this accident as he failed to ensure the Safety of the aircraft and the catering van. Furthermore he moved away from his place of duty without supervising the operation of the vehicle. He thus displayed gross carelessness and lack of responsibility.

23-2 Mr. Ali Ahmed, Driver is not held responsible for this accident.

23-3 Mr. Ali Ahmed, Driver moved the catering van No. 429 without the prior permission of Investigator Incharge.

24. RECOMMENDATIONS

24-1 Disciplinary action be taken against Mr. Abdullah Khokhar, Marshallar, P-29068.

12/12 December, 1984.

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PHOTOGRAPHS SHOWING
DAMAGE TO A/C AP-AXM

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VARIOUS VIEWS

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PIECES OF
DAMAGED
PORTION OF
AIRCRAFT



CATERING
VAN P.I.A.
429



INDICATING
THE POINT
WHERE IT
HIT A/C

