



AIB Bulletin

AIB Bulletin No.9

Ref: CAV/ACC/9/05

Category: 1.2

Aircraft Type & Reg.: Pilatus PC12/45 **Reg.** 9Q-ULT **Serial**
No. 525

No. & type of Engines: One PT6A-67B

Year of Manufacture: 2003

Date and Time (UTC): 5 August 2005 at 1510 hours

Location: Sitalike Airstrip, Katavi National Park, Rukwa.
(S06 37 52 E031 07 57)

Type of Flight: Private (Corporate Flight)

Persons on Board: **Crew** - 2 **Passengers** - 6

Injuries: **Crew** - Nil **Passengers** - Nil

Nature of Damage: Damage to Propeller and nose landing gear

Commander's Licence: CPL

Commander's Age: 34 years

Commander's Experience: 2206 hours of which 189 **were** on type
Last 90 days 132hours
Last 28 days 39 hours

Information Source: Telephone call from the operator

ALL TIMES UTC

History of the Flight

The aircraft was operating a private flight to carry company executives on a business trip from Lilongwe, Malawi, to Sitalike via Songea and Morogoro. It was carrying two pilots and four passengers. 9Q-ULT was flying under visual flight rules. The first two sectors of the flight were uneventful. The aircraft was refueled at Morogoro and two more passengers joined the flight for a total of eight on board. Take off for Sitalike was initiated at 1330 hours.

The pilot said that the flight to Sitalike was uneventful and the airfield was spotted at a distance of 12 nautical miles. He decided to fly along the runway at 180 kt in order to ascertain its length. When the co-pilot reported 11 seconds, the commander

was convinced that the runway was long enough for the landing. The approach was subsequently initiated.

The Bulletin contains facts relating to the accident which have been determined up to the time of issue. This information is published to inform the public and the aviation industry of the general circumstance of the accident at the preliminary/stage and must necessarily be regarded as tentative and subject to alteration or correction if additional evidence becomes available.

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One eye witness who was at the right end of runway 09 said that he saw the aircraft approaching with what appeared as high power and high speed. At first he thought the aircraft was going to overshoot. The aircraft, however, was observed to touch down in the middle of the runway just short of the wind sock. He said that the aircraft bounced twice before it settled and rolled in the middle of the runway. When reverse thrust was applied the aircraft was observed to veer to the left, ploughing into loose gravel which had been spread just beyond the edge of the runway but had not been compacted. Effort to steer the aircraft back to the runway centre line failed. 9Q-ULT continued to move in the loose gravel parallel to the runway centre line. It subsequently rolled over a stretch of sand and came to rest some 455 metres beyond the touch down point or 870 metres beyond the beginning of the runway and 28 metres to the left of the runway centre line.

ANALYSIS

There was no evidence of any defects in the aircraft which could have contributed to this accident. The flight was reported to be normal till the last phase. The pilot had not been at this airstrip before. However, he had been adequately briefed on the airfield by another company pilot who had visited Sitalike before.

Shortly before landing he over flew the runway at 180 kt , the flight lasting 11 seconds. This should give a runway length of 1019metres, which represents the actual length (1000m) with an error of less than 2%. This length was well within the capability of the PC 12 which requires about 700 metres.

The eye witness testified that the aircraft approached the runway 09 with high power and high speed. This sounds partly true because he was used to low speed single engine aircraft, notably the Cessna 206s, which frequently land at Sitalike.

Tyre marks attributable to 9Q-ULT were established as touch down marks for the left main followed by the right main ten metres beyond. These marks were found some 415 metres beyond the beginning of the runway.