



SI 12/14



Date : 24 September 2014  
Type : Beechcraft King Air C90B  
Registration : VH-PFJ  
Operator : Pacific Flight Services  
Fatality : 0  
Nature : Unknown  
Location : Sibiu Airport, Sarawak

## **SUMMARY**

An aircraft bearing registration VH-PFJ, King Air Beechcraft C90B, departed Seletar (WSSI), Singapore at 0850 LT on the 29 September 2014 for Sibiu, Sarawak with 3 persons on board. It was a training flight with one instructor as aircraft captain and two students. One student occupying the left hand seat (LHS) and the other seated behind as passenger.

The flight was uneventful until at time 1140 LT, VH-PFJ on Aerodrome Control frequency 123.2 MHz made a radio call requesting for a low fly pass in front of tower and requested tower to see and confirm the undercarriage position.

The pilot declared that the undercarriage down lock indication green light on the right side did not illuminate.

The low fly pass was carried out and responded by tower that the right undercarriage appeared to be down.

The aircraft continued on runway heading and climbed to 2,500 feet to position for final runway 13. The aeroplane then positioned for ILS runway 13 for full stop landing. It landed on the runway 13 at 1159 LT.

The landing was normal and the aircraft speed decelerated normally. After rolling for approximately 200 feet, the right wing started to dip down gradually until the propeller started to strike the runway surface. The aircraft keep moving forward and veered to the right until it came to rest in the grass area about 1,200 meters from the threshold of runway 13. The crew escaped from the aircraft safely.

## **CAUSE**

Upon inspection at the pilot right sub panel, the undercarriage relay circuit breaker was found tripped.

## **SAFETY RECOMMENDATIONS**

It is recommended that:

1. The operator is to establish the authority on the instruction in flying activity.
2. Clearance has been given to the operator to start repairing the aircraft.



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3. The undercarriage hydraulic motor belief to have failed during lowering of the undercarriage, which was possible due to tripping of the circuit breaker at the pilot sub panel. An analysis of the hydraulic motor is necessary to establish any overload of the hydraulic pump.

4. The aircraft is not allowed to be released for service until DCA give the permission. In turn DCA?KIKU has to confirm with CASA/NTSB before giving the permission.