

ACCIDENT REPORT, BN2 09 JULY 1982
DATE OF ACCIDENT, 06 JULY 1982
FLIGHT NO, MH953
SECTOR, LONG SEMADOH/LAWAS
AIRCRAFT REG, 9M-MDD

1) LONG BELUYU CRASH LANDING OF BN2 9M-MDD

Crash landing of aircraft 9M-MDD a BN2 at Long Beluyu approximately $2\frac{1}{2}$ miles from Long Semadoh airstrip.

2) SUMMARY

The aircraft was on a scheduled flight from Long Semadoh destined for Lawas. MH953 to Lawas was the third sector for the day out of the scheduled seven. The weather at Long Semadoh was fine with the wind as light and variable. Visibility was 10 Km or more.

The aircraft took-off using runway 20 from Long Semadoh at 0833(L) with five people on board. From eyewitness reports the aircraft suffered an engine failure (starboard) just after take off at an approximate height of between 100'-150'. The aircraft continued on to Long Beluyu where it crash landed on a football field. The aircraft on its landing roll came into contact with a 2 feet high earth embankment surrounding the football field. The impact with the earth embankment causes the aircraft to be thrown over the embankment.

3) DAMAGE AND INJURIES

The Captain suffered head and body injuries. The passengers sustained very minor injuries (medical report for passengers are attached).

The aircraft suffered severe structural damage to under-carriage (both broken) fuselage, wiring assembly and the port propeller.

4) CREW PARTICULARS

NAME: Captain F A Ward
 AGE ; 43 years
 LICENCE; Certificate of Validation No.993 (CPL)
 issued by the Department of Civil Aviation
 Malaysia valid to 31 July 1982. ✓
 ROUTE CHECK; LAST CHECK : 02 JULY 1982 - passed
 NEXT DUE : 02 JAN 1983
 BASE CHECK; LAST CHECK : 05 DEC 1981 - passed
 NEXT DUE : 04 AUG 1982
 INSTRUMENT RATING; DUE : 31 JUL 1982 ✓
 MEDICAL CHECK : 03 JUN 1982 valid to
 15 AUG 1982

5) INVESTIGATION

5.1 Crew Duty period

01 JULY 1982 : Off
 02 JULY 1982 : Off
 03 JULY 1982 : position to Sandakan to operate
 6 sectors.
 04 JULY 1982 : Operated 6 sectors and position to
 Kota Kinabalu on MH202.
 05 JULY 1982 : Standby (but not call-up).
 06 JULY 1982 : Scheduled to operate 7 sectors.
 On duty 2215Z to time of accident
 at approximately 0835(L).

Rest period for two days prior to the accident were
 15 hours 25 mins and 14 hours 45 mins respectively.

Cumulative flying hours 28 days total prior to
 06 July 1982 were 45 hours 55 mins.

5.2 Weather (See actual weather report attached).

VIS : 10 km or more
 CLOUD : 1/8 800 '
 2/8 1500 '
 QNH : N.A
 TEMP : N.A (Approximately 25°C)

RUNWAY CONDITION: B. P/S when I was flying abeam I heard the runway condition reported as 'A' now it seems that the Controller has changed it to 'B'. please see certificate by Mr G A Roberts CAD Airworthiness unit.

5.3 Aircraft Status:

The aircraft was serviceable for flight.

Nil defered defect.

Nil defect reported.

Last check : 02 July 1982. Check 4.

Hours Done Since Check 4: 12 hours 50 mins.

Next Check: 100 hours or 01 September 1982.

C of A : Valid to 06 June 1983.

C of M (Airframe) : Issued 02 July 1982.

(Engines) : Issued 02 July 1982.

Both valid for 30 days or 100 flying hours.

5.4 Loading

The aircraft loading/weight were correct and the C of G within limits.

6) ANALYSIS6.1 Geographic Locations of the Accident

please see attached diagrams.

6.2 pilot technique

From previous flight checks reports - Satisfactory.

7) FINDINGS

- i) The pilot was properly licenced and fit to fly the BN2.
 - ii) The pilot had sufficient rest prior to the accident.
 - iii) The aircraft was serviceable.
 - iv) Weather was not a contributing factor.
 - v) The aircraft was properly weighed/loaded and the C of G was within limits.
 - vi) The pilot had satisfactory check flight reports.
 - vii) The starboard engine failure just after lift-off at approximate height of 100' - 150' was a major factor.
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