DEPARTMENT OF CIVIL AVIATION

MALAYSIA

AIRCRAFT ACCIDENT REPORT

CESSNA 172M

ROMPIN - PAHANG

REPORT NO: 02/85

Operator	:	Royal Selangor Flying Club
Aircraft	:	Cessna 172M Skyhawk II 9M-AU1.
Place of accident	:	Rompin Airstrip, Pahang
Date and time	:	27th. April 1985 at 1515 hrs. All times in this report are local.

Synopsis

The flight Operation Division of Civil Aviation Department was notified of the accident on 27th. April 1985. The accident Investigators were at the scene on the 28th. April 1985.

The accident occurred as the aircraft was attempting to go round after bouncing and not settling down way down the airstrip. In his attempt to go round, the pilot applied full power and when he noticed that the aircraft was not climbing he retracted the wing flaps from fully down (30 degrees) to fully up. The aircraft stalled and impacted the ground. The pilot along with the other occupants escaped injury while the aircraft is substantially damaged.

1. Factual information

1.1 History of flight

The aircraft 9M - AU1 departed Sempang at 1330 hrs en-route to Tioman via Rompin with four adults and an infant on board.

The aircraft was to land in Rompin for a change of pilot as the pilot flying the Sempang - Rompin sector does not fulfill the club requirement which demands for a higher experience level before a club pilot is allowed to operate into Tioman.

The flight proceeded as planned and on arrival Rompin the aircraft made a low fly - pass to inspect the airstrip. On overshooting from the fly - pass, the aircraft climbed to 600 feet and joint down wind. At down wind leg the pre-landing check was carried out and 10 degrees flaps was selected. 20 degrees flaps was selected at base. On turning final the pilot realised that the approach was high, he extended full flaps and throttled back. The pilot then lowered the aircraft attitude to loose height. The aircraft eventually touched down about 300 feet down the airstrip but bounced heavily twice. With about half of the airstrip left and the aircraft still not settled on the strip, the pilot elected to go - round. Full power was applied for the go - round leaving the flaps fully extended. When it was not climbing, flaps were retracted and the aircraft impacted the ground moments later.

1.2 Injuries to persons

Nil

1.3 Damage to aircraft

The aircraft was substantially damage.

1.4 Other damage

Nil

1.5 Personnel information

The pilot held a valid Private Pilot Licence with a total flying hours of sixty three of which eighteen hours is on Cessna 172 and the rest on Cessna 152. His most recent flying with an instructor was in the morning of the day of the accident.

1.6 Aircraft information

Date of construction	:	22nd. April, 1975
Owner	:	Royal Selangor Flying Club
Certificate of Airworthiness	:	Valid until 20th. December, 1985
Air Test	:	The last air test was carried out on 17th October 1984 with satisfactory climb performance.
Total hours	:	6646 hours 52 minutes.

No defects had been recorded in the technical Log following the last check one which was completed on 17 April 1985.

1.7 Meteorological information

No significant weather was reported or experienced en-route whilst the weather at Rompin itself was described by the pilot as fine with light and variable surface wind.

1.8 Aids to navigation

Not relevant to the accident.

1.9 Communication

The aircraft had been in contact with Lumpur information prior to the approach for landing at Rompin.

1.10 Aerodrome information

Rompin is an abandoned airstrip but is still suitable for light aircraft operations.

1.11 Flight Recorders

There was no requirement for a flight recorder and none was fitted.

1.12 Wreckage and impact information

The overall damage to the aircraft is subtantial. The landing gear main struts were badly spread and right hand strut had also moved rearwards, the nose gear had broken away at the joint of the lower fork and oleo strut. The damage suffered by the landing gear is typical of that achieved from a downward velocity impact.

Both propeller blades were curled back which would indicate the engine was operating prior to impact. The flaps actuator/indicate that the flaps were fully up.

1.13 Medical examination

The pilot was examined after the accident and was certified medically fit for a class II medical certificate.

1.14 Fire

There was no in-flight or post impact fire.

1.15 Survival aspects

The accident is survivable.

1.16 Test and research

Nil

2. Analysis

2.1 The accident occurred while the pilot was attempting to go-round after making a high approach for landing. After applying full power and maintaining a climb attitude the pilot noticed that the aircraft was not climbing. The pilot realised that he still had the flaps fully extended. When it was apparent that the aircraft will not be able to clear the trees towards the end of the airstrip the pilot retracted the flaps to the fully up position.

2.2 Rompin is an abandoned airstrip as such pilots operating into or out of it do so at their own discretion. There is not even a wind sock to indicate wind direction. In this case, the pilot did the right thing in carrying out a low fly-pass to inspect the airstrip prior to making an approach for landing. Assuming that the surface wind was light and variable or favoured the landing direction he had chosen, then the reason for the aircraft to be high on the final approach could be due to an error made by the pilot in executing the base/final turn.

2.3 The pilot realised that the approach was high during the early stage of the final leg. He took steps to remedy the situation by throttling back and extending the full flaps. Noticing that he was still very high he lowered the aircraft attitude which led to speed build up. The pilot had put the aircraft into an unstable approach for landing and decided to continue the approach.

2.4 Pilots report stated that the aircraft touched down at about ⅓ down the strip but bounced heavily twice. The pilot decided to go round after the second bounce. Full power was applied but the flaps was left fully extended, expecting to raise it once a positive rate of climb is attained. As the aircraft approached the trees at the end of the strip but with the aircraft still not climbing the pilot retracted the flaps to fully up and maintained a climb attitude.

2.5 Considering the statement made by the pilot and on inspecting the wreckage it is very probable that the aircraft stalled during the go ground attempt. The pilot did not hear the stall warning horn but pilot who had been flying the particular aircraft claimed that the stall warning system is known to be defective.

2.6 The port wing tip impacted the ground first followed by the main and nose gears which dug in. The aircraft tipped over and came to rest inverted.

3. Conclusion

(a) Findings

(i) The pilot was properly licensed.

(ii) The aircraft had been maintained in accordance with the requirements of the Approved Maintenance Schedule and a valid Certificate of maintenance was in force.

(iii) The pilot decided to land the aircraft from an unstable approach.

(iv) Decision to go round was made late.

(v) The pilot mishandled the aircrat in retracting the flaps from down to fully up at low speed and altitude.

(b) Cause

The accident was caused by: the pilot attempting to land the aircraft from an unstable approach and stalling the aircraft in the go round attempt.

4. Recommendations

The pilot is to undergo a minimum of two hours of flying training on short strip operations followed by a check out by CAD Examiner.