

DEPARTMENT OF CIVIL AVIATION

MALAYSIA

AIRCRAFT ACCIDENT REPORT

REPORT NO: 08/85

Operator : Pan Malaysian Aerial Applicators Sdn. Bhd.
Aircraft : Grumman 164B Ag - Cat, 9M - AWK
Place of Occurance : University Pertanian Malaysia
Serdang, Selangor.
Date and Time : 21st. October, 1985 at 0845
All times in this report are local.

Synopsis

The flight Operations Division of the Department of Civil Aviation was notified of the accident at 1000 hrs on 21st. October, 1985. The accident occurred as the aircraft was attempting to land on a football field which was turned into a landing strip for the aircraft to be positioned for an aerial spraying demonstration. The pilot commenced braking immediately after the aircraft was firmly on the ground. The aircraft skidded over the waterlogged field for about 1200 feet before coming to rest, straddled across a large monsoon drain. The pilot was unhurt.

1. Factual information

1.1 History of flight

The aircraft 9M - AWK departed Sempang at 0830 hrs for University Pertanian Serdang. The plan was for the aircraft to land at the University sports field and take-off for an aerial spraying demonstration later in the morning prior to returning to Jengka. Upon arrival the pilot carried out a low-pass over the intended landing area and the pilot was satisfied that the area was clear for landing. A normal approach for landing was then made. The aircraft touched down 28 metres from the touch down markers and bounced once over a distance of 15 metres. On applying the brake, the

aircraft skidded along the intended landing path and came to a stop straddled across a monsoon drain.

1.2 Injuries to persons

Nil

1.3 Damage to aircraft

The aircraft suffered severe damage.

1.4 Other damage

Nil

1.5 Personnel information

The pilot held a Philippines Commercial Pilot Licence and a valid Malaysian Commercial Pilot Licence restricted to agricultural operations. His total flying hours is 11,800 hours.

1.6 Aircraft information

Aircraft Type : Grumman 164B Ag - Cat

Date of Construction : 27th. September, 1978

Owner : Pan Malaysia Aerial Applicator

Certificate of Airworthiness : M 288 issued 27th. April 1984
valid till 8th. August, 1986.

Total hours : 910 hrs 38 mins.

1.7 Meteorological information

The weather at Sempang and Serdang were both fine.

1.8 Aids to navigation

Not relevant to the accident.

1.9. Communication

The aircraft was in contact with Sempang.

1.10 Landing field information

The intended landing area is a sports field which had been cleared and suitably marked for the purpose of the demonstration. The marked area was 400 x 22 metres with a clear undershoot area and with about 30 metres of clear area beyond the 400 metres

marker.

1.11 Flight Recorder

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

1.12 Wreckage and impact information

The aircraft remained intact with the more obvious damage being restricted to the propeller, engine, engine bearers, fire wall and landing gear which were all displaced rearwards. Excessive forward loads had been applied to both upper and lower wings and damage was apparent to the wing skin, wing interstruts and cabane attachment points. The horizontal stabiliser also appeared distorted in a downward direction.

1.13 Fire

There was no in - flight or post impact fire.

1.14 Survival aspects

The accident is survivable.

1.15 Test and research

Nil

2. Analysis

2.1 The pilot visited the field the night prior to the accident and found the field dry and suitable for the operation.

2.2 The field was waterlogged during the landing and the aircraft skidded immediately on braking. Wheel tracks indicated that brake application and skidding being apparent over the whole landing run.

3. Conclusions

3.1 The pilot was suitable qualified for the flight.

- 3.2 The aircraft Certificate of Maintenance was valid till 29th. December, 1985.
- 3.3 Prior to the accident the aircraft was airworthy.
- 3.4 The pilot was not aware of the actual field condition following an overnight and early morning rain.
- 3.5 Probable cause: the probable cause of this accident was the aircraft skidded due to waterlogged landing field.