

INTERIM STATEMENT

Accident and Incident Investigations Division (AIID)

Accident
- ZS-CBI Interim Statement -
AIID Ref. No: CA18/3/2/1187 Premier 1



Figure 1: Aircraft as it came to rest.

Description:

On Wednesday 22nd of November 2017, the pilot accompanied by a passenger took off from FACT on a private flight with the intentions to land at FAGM. The flight was conducted using Instrument flight rules (IFR) in day time. Surface wind conditions prevailed at the time leading to the incident with precipitation and thunderstorms activities predicted. Upon landing the aircraft skidded on the runway until the wheels got burst. The aircraft exited the runway until it impacted an embankment at the end of the runway. The undercarriage broke off and the aircraft skidded for 10m until it came to rest facing South westerly direction.

DESCRIPTION OF OCCURRENCE

Occurrence Reference : CA18/3/2/1187
Occurrence Category : Cat I
Name of the Operator : Ivon Branco
Manufacturer : Hawker Beechcraft
Aircraft Model : Premier 1 390A
Engine Type : Williams FJ44-2A
Nationality : South African
Registration : ZS-CBI
Manufacture Serial Number : RB214
Date of Manufacture : 2007
Flight Hours/Cycles : 963.5
Type of Flight : Private
State of Occurrence : South Africa
Place of Occurrence : Rand airport FAGM
Date and Time : 22 November 2017 and 1423Z
Total Crew members : 2
Total Passengers : 0
Injuries to Passengers and Crew : None
Other Injuries : None
Nature of Damage : Destroyed

All times given in this report are Co-ordinated Universal Time (UTC) and will be denoted by (Z). South African Standard Time is UTC plus 2 hours.

Purpose of the Investigation:

*In terms of Regulation 12.03.1 of the Civil Aviation Regulations (CARs) 2011 this report was compiled in the interests of the promotion of aviation safety and the reduction of the risk of aviation accidents or incidents and **not to apportion blame or liability**.*

The Interim Statement report provide progress on the investigation into the accident of ZS-CBI. and should be read in conjunction with the Preliminary Report with reference number CA18/3/2/1187.

This Interim Statement is released in accordance with Standard 6.6 of International Civil Aviation Organization (ICAO) Annex 13 and CARs Part 12.05.1(7).

The Final Report, may contain altered information in case of new evidence becoming available during the on-going investigation.

Any person who has information concerning this accident should contact the AIID on AIIDinbox@caa.co.za.

Investigations process:

The occurrence was categorised with an AIID-assigned Accident Investigation File Number, CA18/3/2/1187 for this investigation.

The AIID formed an investigation team led by an investigator-in-charge (IIC) and members from the AIID for the relevant investigation aspects. The AIID is still leading the investigation and will issue a Final Report.

AIID reports are made publicly available at:

<http://www.caa.co.za/Pages/Accidents%20and%20Incidents/Aircraft-accident-reports.aspx>

Disclaimer:

This interim statement is produced without prejudice to the rights of the CAA, which are reserved.

Interim Statement:

On 22 November 2017 the aircraft ZS-CBI was on a private return flight from FACT under the command of an appropriately licensed crew in possession of commercial pilot licences (CPL) with the intention to land at FAGM. No snags were reported during the flight. The take-off and cruise at flight level (FL) 410 were uneventful. An IFR flight plan had been filed with the Air Traffic Services (ATS). According to the ATC recordings and the mandatory occurrence report filed by Air Traffic Control after the accident, the pilot called Rand tower at 1413Z on frequency 118.7 reporting the aircraft's estimate time of 1420Z for the field and requesting surface wind data. The ATC reported the runway in use as runway 29, surface wind direction as 200 degrees and the strength as 11 knots. The pilot advised the tower that he would route for 5 nm centre fix runway 11, position for left downwind Runway 29 and would call the tower on handover. At 1420Z the pilot called the tower 5 nm inbound positioned for final approach on Runway 11 and asked for a wind check; the ATC reported a wind of 22010 kt. The pilot then advised the tower that they would take runway 11. At 1421Z the pilot requested the ATC to keep them updated of the surface wind if there were gusts of 12 kt. The ATC gave the pilot a wind check of 23012 kt. The pilot acknowledged the wind check and confirmed that they would land on Runway 11. The aircraft was cleared to land at 1422Z. According to the mandatory occurrence report at the time of the accident, a wind direction and speed of 250° at 17 kt were recorded.

The pilot stated that he configured the aircraft for landing and that the approach was stable as he touched down on the first exit taxiway. According to the co-pilot, the aircraft approached very fast, with a resultant float and deep touchdown on the runway. The pilot further stated that he applied the brakes, but the aircraft continued with the landing roll without decelerating. No malfunction of the hydraulic system was reported by the crew. The pilot waited for three seconds for the antiskid to reset and applied the brakes again, but the brakes only held for a short while and the aircraft was not slowing down. The pilot waited for another three seconds, after which the aircraft was 300 m past the intersection of runways 11 and 35. At this point he handed control to the co-pilot and requested him to apply the emergency brake. The co-pilot stated that he applied the emergency brake by gradually pulling on the handle. The aircraft continued to roll forward and the main tyres

burst, first the right tyre and then the left tyre as seen in figure 2 from the tyre tracks on the runway surface.

The aircraft skidded with the main hubs on the surface until it overshot the runway and hit the soft ground. At the end of the runway there was an embankment of approximately 200 mm in height. The nose gear dug into the embankment and broke off, followed by the main undercarriage. The aircraft continued to skid on its belly, collided with a runway light left of the centreline and came to rest with the nose pointing slightly to the left of the centre line. The aircraft was destroyed and other damage being to the runway light.

The tower activated the crash alarm, and the fire services responded to the site and rescued all persons on board. The pilot and co-pilot sustained no injuries. The fire services stated that there was fuel leaking from the main tanks, and they applied foam to the leaking fuel to prevent a possible post-impact fire. They also cut open the inboard flap to gain access to the battery compartment.

A post-crash interview with the pilot was conducted by the investigator in charge. The pilot stated that Runway 11 had been chosen because of its known upward slope.

The accident occurred at FAGM airfield during daylight conditions at a geographical position determined to be S26°14'31.12'', E028°09'04.88'' at elevation 5485 ft.

The brake assembly components were recovered and send to NTSB for test and analysis.

There are no safety recommendations issued at the time of releasing the interim statement.

AIID continues to collaborate with the other organizations involved in areas of interest including aircraft systems.