

OCCURRENCE REPORT: 70897

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FSIS 70897 17 DEC 1992 AIR ACCIDENT

Status: supplemental sent

ALCE 237 18/DEC/1992 11:39

Unclassified

1. Injury Level: Nil - No Injury
2. Aircraft/Operated By: CC130317
3. Aircraft Ownership: 8 WG TRENTON / 0125 /
4. A. Location: - BALEDOGLE AIRPORT, SOMALIA -
4. B. Date/Time: 171030Z DEC 1992
4. C. Phase of Flight: GO-AROUND - FROM INTENDED FULL-STOP LDG
5. Damage Level: Serious - Major component / 3rd line maint
7. Mission Type: U.N./MFO PEACEKEEPING RECCE & PATROL
- 8. Description:** AIRCRAFT STRUCK OBSTACLE ON RUNWAY: AFTER BEING CLEARED TO LAND ON RWY 04, TRAFFIC CONTROL FAILED TO INFORM FLIGHT THAT FIRST 4000 FT OF RWY 04 WERE CLOSED AND THAT PORTABLE APPROACH LIGHTS HAD BEEN PLACED ON RWY.
15. Alighting Conditions: HARD SURFACED RUNWAY, UNDERWATER OBSTRUCTION OR GROUND OBSTRUCTION
16. Aircrew Information: CAPTAIN (NOT INSTRUCTING); Time on Duty Last 48 Hrs: 10 hrs, Day of Occurrence: 10 hrs; Flying Hours Last 48 hrs: 17 hrs; Past 30 Days: 44 hrs; Total on Type: 2165 hrs; Grand total: 2401 hrs.
; Time on Duty Last 48 Hrs: 10 hrs, Day of Occurrence: 10 hrs; Flying Hours Last 48 hrs: hrs; Past 30 Days: hrs; Total on Type: hrs; Grand total: hrs.
; Time on Duty Last 48 Hrs: 10 hrs, Day of Occurrence: 10 hrs; Flying Hours Last 48 hrs: hrs; Past 30 Days: hrs; Total on Type: hrs; Grand total: hrs.
18. Aircraft Maint Data: TSN Aircraft: CC130/317, 0 hrs, TSI: 213 hrs, TSO: hrs, CF349: , CF543: , Civilian Journey Log: , Inspection: SUPPLEMENTARY
23. Cause Factors: PERSONNEL MANAGEMENT/GHQ INFORMATION/COMMUNICATION NEITHER ATGHQ INTELLIGENCE NOR CFB TRENTON OPS STAFF PROVIDED THE FLIGHT CREW PERTINENT INFORMATION REGARDING THE BALEDOGLE AIRPORT IN A TIMELY MANNER.
PERSONNEL MANAGEMENT/BASE INFORMATION/COMMUNICATION NEITHER ATGHQ INTELLIGENCE NOR CFB TRENTON OPS STAFF PROVIDED THE FLIGHT CREW PERTINENT INFORMATION REGARDING THE BALEDOGLE AIRPORT IN A TIMELY MANNER. PERSONNEL MANAGEMENT/BASE RESOURCES CFB TRENTON DID NOT PROVIDE THE NAIROBI ALCE WITH SUFFICIENT RESOURCES TO PROPERLY DEAL WITH THE INCREASED MAINTENANCE ACTIVITY DUE TO THE COMBINED OP RELIEF AND OP DELIVERENCE OPERATIONS.
PERSONNEL SUPERVISION/OTHER PRESSING THE DECISION MAKING PROCESS REGARDING THE MOST APPROPRIATE REQUIRED RECTIFICATION MAY HAVE BEEN IMPAIRED BY A PERCEIVED OR REAL PRESSURE TO PROVIDE SERVICEABLE AIRCRAFT IN AN UNREALISTIC TIME FRAME. A PERCEIVED ATMOSPHERE OF INORDINATE OPERATIONAL NECESSITY EXISTED WITHIN THE NAIROBI ALCE ORGANIZATION.
PERSONNEL CO-PILOT/FIRST OFFICER VISUAL ILLUSIONS/LIMITATIONS THE CREW WAS UNABLE TO DETECT A RUNWAY OBSTRUCTION AS A RESULT OF CHROMATIC BLENDING OF THE OBSTRUCTION AND THE BACKGROUND RUNWAY SURFACE. PERSONNEL MAINTENANCE/CANADIAN FORCES JUDGEMENT BOTH THE AIRFRAME TECHNICIAN AND MAINTENANCE SUPERVISOR MADE AN ERROR INDEFERRING RECTIFICATION OF A DAMAGED PRIMARY STRUCTURAL MEMBER. PERSONNEL MAINTENANCE/CANADIAN FORCES PRESSING THE DECISION MAKING PROCESS REGARDING THE MOST APPROPRIATE REQUIRED RECTIFICATION MAY HAVE BEEN IMPAIRED BY A PERCEIVED OR REAL PRESSURE TO PROVIDE SERVICEABLE AIRCRAFT IN AN UNREALISTIC TIME FRAME. A PERCEIVED ATMOSPHERE OF INORDINATE OPERATIONAL NECESSITY EXISTED WITHIN THE NAIROBI ALCE ORGANIZATION.
24. Preventive Measures: (SEE DETAILED DESCRIPTION) *** PREVENTIVE MEASURES *** THE TWO MAJOR PROBLEMS IDENTIFIED IN THIS INVESTIGATION WERE THE LACK OF TIMELY INFORMATION DISSEMINATION AND THE PERCEIVED PRIORITY OF TASK COMPLETION. THE ISSUE OF INFORMATION DISSEMINATION IS NOW INCLUDED IN THE ATG ANNUAL ALCE COMD CONFERENCE. IN MARCH 1993, THE COMD ATG ADDRESSED THE SECOND ISSUE IN A DETAILED MESSAGE TO ALL ATG UNITS WHICH SPECIFICALLY OUTLINED HIS CONCEPT OF OPERATIONS AND THE PRIMACY OF SAFE FLIGHT OPERATIONS.