

OCCURRENCE REPORT: 70925

Flight Safety incident reports are produced under the authority of the Minister of National Defence (MND) pursuant to Section 4.2 of the Aeronautics Act (AA), AND in accordance with A-GA-135-001/AA-001, Flight Safety FOR the Canadian Forces. They are prepared solely FOR the purpose of accident prevention AND shall not be used FOR legal, administrative OR disciplinary action.

FSIS 70925 01 FEB 1993 AIR ACCIDENT

Status: supplemental sent

BOC 308 01/FEB/1993 18:42

Unclassified

1. Injury Level: No Injury
2. Aircraft/Operated By: CC130327
3. Aircraft Ownership: 429 SQN / 2587 / 8 WG /
4. A. Location: - SARAJEVO AIRPORT -
4. B. Date/Time: 010725Z FEB 1993
4. C. Phase of Flight: LANDING - FLAREOUT
5. Damage Level: Serious - Major component / 3rd line maint
7. Mission Type: U.N./MFO PEACEKEEPING RECCE & PATROL

8. Description: HARD LANDING: RANDOM STEEP APPROACH FROM PAR FLOWN INTO SARAJEVO.

22. A. Investigation: AIRCRAFT FLARED TO CHECK EXCESSIVE SINK RATE AND STRUCK SKID PLATE. VISUAL INSPECTION DURING ERO AT SARAJEVO AND FURTHER INVESTIGATION AT SPLIT REVEALED SOME DAMAGE. AIRCRAFT FLOWN TO ZAGREB FOR MAINTENANCE ACTION. THE ACCIDENT OCCURRED ON THE FIRST FLIGHT OF THE DAY INTO SARAJEVO. WEATHER ON ARRIVAL WAS VISIBILITY 2 KMS IN HAZE AND FOG, WINDS CALM. AC LANDING WEIGHT WAS APPROX 121,000 LBS. AIRFIELD STATE WAS GREEN (ALL QUIET). A TACAN APPROACH TO A PAR FINAL WAS FLOWN USING PMA PROCEDURES WITH THE AIRCRAFT COMMANDER (AC) IN THE LEFT SEAT. WHEN THE AIRFIELD WAS SIGHTED AT 2-3 KMS, THE AC COMD TOOK CONTROL, LEVELLED OFF AT 600 FEET AGL, CONFIGURED TO FLAP 100% AND REDUCED TO MAX EFFORT SPEED IN PREPARATION FOR THE RANDOM STEEP APPROACH (RSA) PROFILE. UPON RSA GLIDEPATH INTERCEPTION, POWER WAS REDUCED TO FLT IDLE AND DESCENT WAS INITIATED, THE AC COMD REALIZED THE DESCENT RATE REMAINED HIGH AND IMMEDIATELY ADDED POWER BUT WAS TOO LATE TO PREVENT THE HARD LANDING. THE AC WS THEN TAXIED TO THE RAMP FOR THE PLANNED ERO (ENGINE RUNNING ON/OFF LOAD). ALL CREWMEMBERS REPORTED THAT THE APPROACH WAS NORMAL AND THE LANDING WAS FIRM WITH A NOSE-HIGH ATTITUDE. THE AC COMD STATED HE SAW 2.5 ON THE COCKPIT "G" METER. SINCE THE ERO WAS IN PROGRESS, THE FE COULD ONLY PERFORM A QUICK VISUAL CHECK AND WHEN NO DAMAGE WAS OBSERVED, THE FLIGHT CONTINUED TO SPLIT. A THOROUGH INSPECTION IN SPLIT REVEALED DAMAGE TO THE STRIKER PLATE AND URINAL TUBES. FOLLOWING DISCUSSIONS BETWEEN THE AC COMD, FE ALCE FE AFT TECH AND ALCE COMD ZAGREB, IT WAS DECIDED TO FLY THE AIRCRAFT TO ZAGREB.

23. Cause Factors: PERSONNEL PILOT (32A) TECHNIQUE *** FINDINGS *** THE PILOT FIXATED ON MAINTAINING GLIDEPATH TO THE TOUCHDOWN POINT WHILE IN MAX EFFORT CONFIG/SPEED AND FAILED TO ADD POWER TO CARRY THROUGH THE FLARE.

24. Preventive Measures: (SEE DETAILED DESCRIPTION) *** PREVENTIVE MEASURES *** CREWS ARE AWARE OF THIS AND PREVIOUS INCIDENTS AND ARE REMINDED OF THE EXTRA VIGILANCE REQUIRED WHILE OPERATING TO THE LIMITS IN HOSTILE ENVIRONMENTS. ADDITIONAL RPTS FILED: WFS 3231SR 121330 OCT 93 (DFS TD#9309031).