



EXECUTIVE SUMMARY- AIRCRAFT ACCIDENT REPORT

					Reference:	CA18/2/3/7637	
Aircraft Registration	ZS-MFY	Date of Accident	10 March 2003		Time of Accident	1100Z	
Type of Aircraft	DOUGLAS DC3/C47/65 ARTP			Type of Operation	Relief Aid (WFP)		
Pilot-in-command Licence Type	ATP		Age	43	Licence Valid	Yes	
Pilot-in-command Flying Experience	Total Flying Hours		5 625.0		Hours on Type	2 700.0	
Last point of departure	Marial Bal (Sudan)						
Next point of intended landing	Rumbeck (Sudan) then en route to Loki Choggio (Kenya)						
Location of the accident site with reference to easily defined geographical points (GPS readings if possible)							
On runway 01 at Rumbeck Sudan. GPS position: N06°50.0' E29°40.8'							
Meteorological Information	The weather was fine, with no clouds. Temperature: 45°C; Surface wind: NNE/10 kts, gusty wind conditions;						
Number of people on board	2 + 1 + 18	No. of people injured	0		No. of people killed	0	
Synopsis							
<p>The pilot-in-command, accompanied by the co-pilot, aircraft loader and 18 passengers, departed on a World Food Programme (WFP) flight from Marial Bai Aerodrome in Southern Sudan to Rumbeck Aerodrome in Sudan at approximately 0930Z. The intention was then to fly from Rumbeck Aerodrome to Loki Choggio Aerodrome in Kenya. During the VFR flight to Rumbeck Aerodrome, the crew experienced a north-easterly wind with extremely turbulent conditions.</p> <p>Prior to landing at Rumbeck Aerodrome, the crew calculated the approach and landing indicated air speeds (IAS) to be 85 kts and 75 kts respectively. The crew then joined the circuit accordingly for landing on runway 01. Approximately 4 nm away from landing, the co-pilot warned the pilot-in-command of a whirlwind in the area, close to the threshold of runway 01. The whirlwind appeared to have dissipated and the pilot-in-command continued with the landing with full flaps. At approximately 100 ft above ground level and 100 m before the threshold of runway 01, the IAS suddenly decreased to 70 kts. The pilot-in-command said that he immediately selected full power in order to arrest the rate of descent as wind shear in Southern Sudan and especially at Rumbeck at this time of the year was a common factor. The aircraft nevertheless continued to descend and the left-hand propeller and left-hand main landing gear collided with a tree approximately 20 m before the threshold of runway 01. The tree was approximately 6 ft high and on an embankment. The aircraft then struck a drainage ditch before the threshold, causing the left-hand main landing gear to collapse. The aeroplane bounced and landed on the runway. The co-pilot immediately retracted the flaps and the aircraft continued down the runway on the right-hand main landing gear, but as its speed decayed, the left-hand propeller impacted with the runway surface. The aircraft veered to the left off the runway and entered a drainage ditch parallel to the runway. Both left and right-hand main landing gear were torn out of their attachment points and the aircraft eventually came to rest on its lower fuselage section.</p>							

The crew and passengers sustained no injuries and evacuated the aircraft safely through the emergency exits and rear main entry door.

The aircraft was substantially damaged: both left and right-hand main landing gear were damaged; the left-hand outboard aileron was forced out of the outboard hinge point, and the lower fuselage frame and attachment stringers subsequently collapsed and were damaged.

The last Phase IV Inspection had been carried out on the aircraft on 13 February 2003 at a total of 47 949.00 airframe hours. At the time of the accident, the total stood at 48 069.25 hours. The next Phase Inspection was due at 48 099.32 airframe hours.

Probable Cause

To be determined by the State of Occurrence as stipulated in the ICAO document, Annexure 13, Chapter 5, Paragraph 5.1 (The State of Occurrence shall institute an Investigation into the circumstances of the accident or incident and be responsible for the conduct of the investigation).

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