



**PRELIMINARY REPORT**

**AIC 14-1003**

**PAPUA NEW GUINEA**

**ACCIDENT INVESTIGATION COMMISSION**

**AIRCRAFT ACCIDENT REPORT**

**Nuigini Aviation Services Limited**

**P2-RNB**

**Pacific Aerospace PAC-750XL**

**Gulgubip, Western Province**

**PAPUA NEW GUINEA**

**19 July 2014**

The Papua New Guinea Accident Investigation Commission (AIC) was informed of an occurrence involving a PAC-750XL aircraft by Nuigini Aviation Services Limited on 20 July 2014. This Preliminary Report, published on 29 September 2014 was produced by the AIC, PO Box 1709, Boroko, National Capital District, Papua New Guinea.

The report is based upon the investigation carried out to date, by the AIC, in accordance with Annex 13 to the Convention on International Civil Aviation, Papua New Guinea (PNG) Act, and Civil Aviation Rules. It contains only basic factual and circumstantial information on the accident and does not contain analysis of that information.

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**DAVID INAU**

*Acting CEO*

PNG Accident Investigation Commission

**29 September 2014**



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# 1 INTRODUCTION

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A Pacific Aerospace PAC P-750 XTOL single engine aircraft was chartered to transport store goods and six passengers from Kiunga to Gulgubip. Although Gulgubip is in mountainous terrain and the weather in the area is often poor, the pilot was tasked to fly there without ever having been to Gulgubip before.

The terrain to the north north east of Gulgubip rises gradually behind the airstrip. Visual illusions which may affect the pilot's perception of height and distance can be associated with airstrips situated in terrain of this kind.

On arrival at Gulgubip, the pilot orbited and positioned the aircraft for landing. During the final approach he decided to discontinue the approach and go-around. The aircraft impacted terrain approximately 3 km north west of the airstrip and was substantially damaged.

The six passengers were unhurt but the pilot sustained serious injuries. The pilot was treated in Gulgubip following the accident, and was airlifted the next day to Tabubil, where he was admitted to hospital.

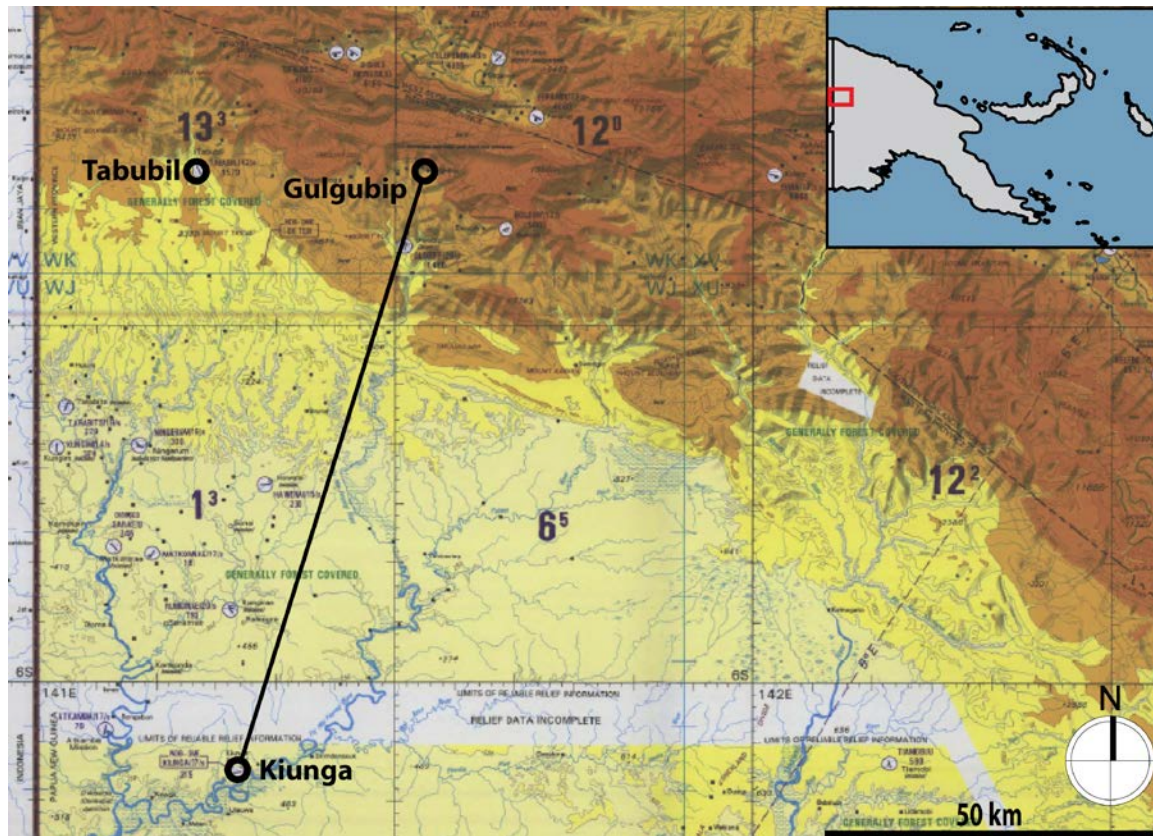
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## 2 FACTUAL INFORMATION

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### 2.1 HISTORY OF THE FLIGHT

On 19 July 2014, a Pacific Aerospace PAC P-750 XTOL single engine aircraft, registered P2-RNB and owned and operated by Nuigini<sup>1</sup> Aviation, was on a charter flight from Kiunga to Gulgubip (Figure 1) in Western Province. The aircraft departed Kiunga around 1000<sup>2</sup> local time with the pilot and six passengers, and a cargo of store goods and passengers' baggage. It was the first time the pilot had ever been to Gulgubip, a one-way airstrip with terrain rising to the north north east.



**Figure 1: Map of flight area**

On arrival at Gulgubip, the pilot positioned the aircraft for a landing towards the north north east on runway 03. The weather in the area was reported to have been suitable for an approach to land.

The passengers reported hearing the stall warning horn during the approach and said that it had continued to sound for some time. The pilot attempted to discontinue the approach and to go-around, but the aircraft was too low and slow to out-climb the rising terrain and the aircraft crashed approximately 3 km to the north north east of the airstrip.

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<sup>1</sup> The correct spelling of the operator's company name is 'Nuigini Aviation', not 'Niugini Aviation'.

<sup>2</sup> The 24-hour clock is used in this report to describe the local time of day, Local Mean Time (LMT), as particular events occurred. Local Mean Time was Coordinated Universal Time (UTC) + 10 hours.

The six passengers were all unhurt, but the pilot sustained serious injuries. Due to the weather in the area, the pilot could not be airlifted to Tabubil until the next day for medical treatment.

## **2.2 WRECKAGE AND IMPACT INFORMATION**

The aircraft impacted terrain in dense jungle vegetation.

## **2.3 DAMAGE TO AIRCRAFT**

The aircraft was damaged beyond repair by the impact. The most severely damaged parts were the aircraft nose, propeller, engine, undercarriage, and wings, which bore most of the impact forces.



**Figure 2: general view of the wreckage of P2-RNB**



Figure 3: general view of the wreckage of RNB from left



Figure 4: general view of the wreckage of RNB from the left

## 2.4 OTHER DAMAGE

There was damage to vegetation impacted during the accident.

## 2.5 FLIGHT CREW

### 2.5.1 Pilot in Command

Name : Jason A.M. Ponder  
Age : 28 years (date of birth 1 July 1986)  
Gender : Male  
Type of licence : NZ CPLA 59931, PNG Certificate of Validation 133/2014  
Valid to : 24 August 2014  
Rating : P750, PA28, C172, PA25, BN2A  
Total flying time : 2,930.0 hours  
Total on this type (PAC-750) : 1,900.0 hours  
Total last 90 days : 93.6 hours  
Last recurrent training : 24 April 2014  
Last proficiency check : 24 April 2014  
Last line check : 24 April 2014  
Route recency : --  
Aerodrome recency : --  
Medical class : 1 (NZ CAA)  
Valid to : 17 March 2015  
Medical limitation : Nil

## 2.6 INJURIES TO PERSONS

Injuries	Flight crew	Passengers	Total in Aircraft	Others
Fatal	—	-	-	-
Serious	1	-	-	-
Minor	-	-	-	Not applicable
Nil Injuries	-	5	-	Not applicable
<b>TOTAL</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>-</b>

## 2.7 AIRCRAFT INFORMATION

### 2.7.1 Aircraft data

(a) Relevant aircraft general information:

Aircraft manufacturer : Pacific Aerospace  
Model : PAC P-750 XTOL

Serial number	:	XL190
Date and place of manufacture	:	2013, New Zealand
Nationality and registration mark	:	PNG, P2-RNB
Name of the owner	:	Nuigini Aviation Services
Name of the operator	:	Nuigini Aviation Services
Certificate of Airworthiness	:	317 (issued 28 November 2013)
Valid to	:	Non-terminating
Certificate of Registration	:	317 (issued 29 November 2013)
Valid to	:	Non-terminating
Airframe TTIS	:	361 hours
Airframe TCSN	:	361 hours

(b) Engine data

Manufacturer	:	Pratt & Whitney, Canada
Type	:	PT6A-34
Engine serial number	:	PCE-RB07
Total time since new	:	143.7 hours
Total time since overhaul	:	143.7 hours

(c) Propeller

Propeller type/model	:	Hartzell Propeller Incorporated
Propeller number serial number	:	HC-B3TN-3D/T10282NS+4
Total time since new	:	143.7
Total time since overhaul	:	143.7

## 2.8 METEOROLOGICAL INFORMATION

The pilot reported that, although there was low and scattered cloud in the area, the weather had been suitable for an approach into Gulgubip.

## 2.9 FURTHER INVESTIGATION

The investigation is continuing and will include analysis of the following.

1. Flying training and operational procedures
2. Company experience requirements for operations into mountain airstrips
3. Visual illusion produced by the terrain surrounding Gulgubip airstrip.