

## MEDIA RELEASE

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### **PNG ACCIDENT INVESTIGATION COMMISSION RELEASES FINAL REPORT ON AIRCRAFT ACCIDENT OCCURRED AT MIYANMIN AIRSTRIP, SANDAUN PROVINCE**

The Chief Commissioner of the PNG Accident Investigation Commission (AIC) Mr. Hubert Namani today announced that the AIC released to the public a Final Report on the investigation conducted with regard to a Cessna 208 aircraft accident occurred on 14<sup>th</sup> February 2020 at Miyanmin Airstrip, Sandaun Province.

Mr. Namani explained that *“On 14 February 2020, at 14:45 local time, a Cessna 208 Caravan aircraft registered P2-MAI, owned and operated by Mission Aviation Fellowship (MAF) PNG Limited, experienced a landing roll accident after directional control of the aircraft was lost at Miyanmin Airstrip, while conducting a non-scheduled passenger commercial air transport flight from Telefomin, Sandaun Province.*

*“The aircraft departed Telefomin Airstrip for Miyanmin Airstrip with 11 persons on board: 2 pilots and 9 passengers. All the passengers and crew evacuated the aircraft without injuries. As a result of the accident the aircraft sustained substantial damage.”*

The Final Report states that the aircraft touched down 36 m past the strip 11 threshold and initially rolled for about 175 m close to the centerline. It then veered left and lined up parallel to the centerline up strip. During its landing roll, the left main wheel and the nose landing wheel entered very soft ground, and intermittently bogged the strip surface until the aircraft did a final sharp left turn, causing the aircraft to tip onto its right side.

The propeller blades struck the ground followed by the wingtip impacting the ground. The aircraft tipped forward and came to rest on the nosewheel.

Later the same day of the occurrence, the AIC received a notification of the accident from the air operator and immediately commenced an investigation in accordance with its mandate under the Civil Aviation Act 2000 (As Amended) and aligned with Annex 13 to the Convention on International Civil Aviation, with complete independence from State authorities and aviation service providers.

The Final Report concluded that on landing, the pilot under instruction applied reverse thrust and the aircraft veered left of the centerline. Rudder was applied to get the aircraft back onto centerline, however, it was not effective to counter the effect of reverse thrust as the left wheel entered in a softened area of the strip surface, which resulted in the aircraft being unable to regain the centerline as the landing roll progressed.

The investigation also found that the pilot under instruction did not effectively manage the effect of torque to maintain centerline during the landing roll and that his limited experience level on the aircraft type, low proficiency level in the use of reverse thrust during landing rolls, soft strip surface and soil condition were contributing factors to the accident.

The Final Report of the investigation is available on AIC's website [www.aic.gov.pg](http://www.aic.gov.pg)