



MINISTER FOR TRANSPORT & CIVIL AVIATION

MEDIA BRIEF

Release of PNG Accident Investigation Commission Investigation AIC 22-2001

On 27 April 2022, at about 16:43pm a Quest (Daher) Kodiak 100 (Kodiak 100) aircraft, registered P2-NTE, owned and operated by New Tribes Mission Aviation (PNG) Limited (NTMA) sustained in-flight structural damage to the tail horizontal stabiliser, northeast of Hoskins. The aircraft was conducting a non-scheduled VFR training flight from Lele Airstrip to Hoskins Airport, West New Britain Province.

There were two persons onboard: the captain and a training pilot onboard.

While in-flight, about 6 nautical miles northeast of Hoskins Airport, the aircraft's left upper wing root fairing detached from the aircraft and struck the inboard leading edge of the left horizontal stabilizer.



The pilots stated during an interview with the AIC that they did not notice anything unusual during the flight and after landing at Hoskins Airport, when they tied down the aircraft.

They only found the damage the next morning during their routine "before first flight" pre-flight inspection of the aircraft.

Although both pilots did not notice and could not report where this safety event took place, the AIC was able to determine the exact location by synchronizing the tail mounted Go-Pro Camera, which captured the detachment with the On-board GPS.

During the investigation, the AIC found that four of the screws securing the leading edge of the fairing were missing while the nut-plate threads were unworn and undamaged. The twelve other screws were still secured to their nut-plates on the aircraft. The fairing had torn off from those fastening screws.

The AIC determined that the four screws were either not fitted after maintenance or not securely fastened, in which case, vibrations

and aerodynamic forces would have caused the screws to uncork during operation. Due to the high wing configuration of the aircraft, the status of the compromised fairing remained undetected from the ground by the personnel releasing the aircraft to service and flight crew performing pre-flight inspections.

The AIC observed that the *NTMA Pre-flight Checklist* did not include a check of the exterior of the airframe to ensure security of inspection doors, panels, and caps, nor does it require flight crew to check on rivets and fasteners of the airframe. It is likely that if the screws were in place but not adequately secured following maintenance, the in-service aircraft vibrations and aerodynamic forces could have unfastened them over the time of the aircraft's operation causing them to separate from the nut plates.

New Tribes have indicated to the AIC that they would be:

- amending their operational and maintenance procedures to include pre-flight inspection requirements for pilots to conduct visual inspections of the exterior of the airframe to ensure security of inspection doors, panels and caps, and airframe rivets and fasteners.
- conducting a review of in-service maintenance standard operating procedures (SOPs) to ensure that maintenance supervisors are fully conversant with the explicit procedures and instructions in the *NTMA Maintenance Organisation Manual*, particularly with respect to on-site supervision.

I commend aircraft operators and organizations that take swift safety action when safety deficiencies are identified. Additionally, I commend those organizations that take safety actions to address safety recommendation issued by the AIC.

I encourage all organizations in our aviation system to take note of Safety Recommendations issued by the AIC. We must remember that the AIC's investigations are solely for the purpose of improving aviation safety and not to apportion blame or liability.

The Final Report of the investigation is available on AIC's website www.aic.gov.pg.

Authorised for Release
Hon. Walter D. Schnaubelt, MP
Minister for Transport & Civil Aviation



INVESTIGATION C

