Quick Recommendation
Aircraft Accident Investigation PC-6 Pilatus Porter Reg. PK-VVQ, operated by PT. ASI Pudjiastuti Aviation at Muara Ritan Kutai Kertanegara, East Kalimantan on 25 April 2012

Nomor : KNKT/ 001/ 4 /V/REK.KU/2012

1. HISTORY OF FLIGHT

The Pilatus Porter PC-6 aircraft operated by PT. ASI Pudjiastuti Aviation (Susi Air) registered PK–VVQ on Areal Survey Flight. The aircraft was departed from Sepinggan-Balikpapan to Melak Area on 25 April 2012 at 0440 UTC (Universal Time Coordinate) 1240 LT

There were one pilot and one pasenger on board, the estimate flight endurance was seven hours. At 0505 the aircraft reported leaving Balikpapan Aproach.

At 0910 the aircraft reported to Melak Radio would be leaving Survey for further twenty minutes, on radial 060 at the altitude of 3,500 feet

Melak Radio reported that the aircraft was lost contact at 0930.

The distress signal of ELT transmition was detected at 1025. by the Search Rescue Bureau at the coordinate of 00 25'.02" N 116.01'.62"E.

On 25 April 2012 at 1730 (26 April 2012 at 0130 LT) the aircraft was found in Muara Ritan, Tabang, Kutai Kertanegara at the coordinate of 00 25'.02" N 116.01'.62"E.

The aircraft was substantialy damaged, the pilot and the passenger were fatality injured.

2. FINDINGS

2.1. Wreckage Information

- The aircraft was about 35 degrees right bank and about twenty five degrees pitch down at the crash site.
- The left wing leading edge was wrinkle rearward, the left wing flap torsion tube was broken, and the left underwing fuel tank was detached, the quantity of the left underwing fuel tank fuel was full.
- The right wing was wrinkle rearward and the tip was broken, and the right under wing fuel tank was torn at the skin around the attachment, and the quantity of underwing fuel tank fuel was full.
- The both of main fuel tank were empty and no evident of fuel leak and smelt at the crash site.

- The main landing gear was collapsed rearward, The propeller blade was on feather hit the ground with out any scratch impact sign.
- The accident site located about 50 meters from the local maining road.

Gambar 1. posisi terakhir pesawat

- The auxiliary fuel pump Switch was "ON" position, and the fuel transfer switches were in "ON" position and the EMERGENCY fuel switch was in "GUARDED"

Gambar 2. posisi *external fuel control*

Fuel Transfer Normal Procedure

The normal Procedure of fuel transfer applicable on the aircraft during operation as stated on a copy of Supplement to Federal Office for Civil Aviation

Approved Airplane Flight Manual Report No. 1826-1 for Turbo Porter Model PC-6/B2-H4 Applicable from A/C S/N 825 page. 6 were as follow:

- Fuel quantity Indicator - CHECK

When the integral tank are less the three quarter but not less than a half of full

- LH Pump & RH Pump switch - START then ON

Check L F PUMP and R F PUMP advisory light illuminate.

When L Fuel FLOW & R Fuel FLOW caution lights illuminate:

- L H PUMP and R H PUMP switch - OFF

Check L FUEL FLOW and R FUEL FLOW caution light and L FUEL PUMP and R FUEL PUMP advisory lights off.

- FUEL QTY indicator - CHECK

Note: The fuel transfer rate is 98.4 Ltrs/21.6 IMP-GAL per pump, per hour, depending on pump installed.

Emergency Procedure

- Fuel Quantity Indicator - CHECK

When the integral tank are less the three quarter but not less than a half of full:

- EMERGENCY switch - EMERG

Check L F PUMP and R F PUMP advisory light illuminate.

- FUEL QTY indicator - MONITOR

When FUEL QTY indicator full or fuel transfer is complete:

- EMERGENCY switch - NORMAL

Check L F PUMP and R F PUMP advisory light off.

2.2 Survival Aspects

- The captain was still on the seat were seat belt without the shoulder harness, the face was impacted to the glare shield,
- The passenger that seated on the right seat was out of the seat and impacted to the right front seat.

3. Recommendation

During the course of this accident investigation, the National Transportation Safety Committee issued a recommendation to address safety issues identified in this initial report, as follows:

- To review the flight management especially on the areal survey flight and operation fuel management system.
- Ensure that all of the crews were using shoulder hardness and the passenger were using seat belt during takeoff, landing and on the emergency or on the critical condition.

Jakarta, 11 May 2012

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