

**CIVIL AVIATION ACCIDENT
REPORT NO CIA 169**



FEDERAL REPUBLIC OF NIGERIA

MINISTRY OF TRANSPORT AVIATION & COMMUNICATIONS
AIR TRANSPORT HEADQUARTERS
14 BROAD STREET, LAGOS.

**ACCIDENT TO THE NIGERIA POLICE FORCE
BELL 412 HELICOPTER REGISTERED ON AOT
AT PORT HARCOURT AIRPORT ON THE 20TH JANUARY 1992**



FEDERAL MINISTRY OF TRANSPORT AND COMMUNICATIONS
AIR TRANSPORT HEADQUARTERS

ACCIDENT INVESTIGATION BUREAU
.....DEPARTMENT

P.M.B 12744
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Ref. No.: CIA.169/03/92/100
12th March 19 93

The Honourable Secretary For Aviation,
Federal Ministry of Transport, Aviation
and Communications,
Headquarters,
Lagos.

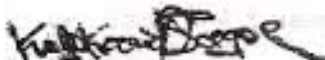
Dear Sir,

Civil Aircraft Report No. CIA. 169

I have the honour to submit the report compiled by
Mr. Remi Faminu, on the circumstances of the accident to
the Nigeria Police Force's Bell 412 helicopter,
registered 5N-AQT at Port-Harcourt International Airport
on the 20th of January, 1992.

I have the honour to be Sir.

Yours faithfully,



K. K. O. SAGOE,
Deputy Director,
Accident Investigation Bureau.

AIRCRAFT DATA

Aircraft Type - Bell 412

Registration - 5N - AQT

Serial No - 33093

Construction Date - June 1983

Constructor - Bell Helicopter Textron
Texas, U. S. A.

Owner - The Nigeria Police Force
Lagos

Operator - The Nigeria Police Airwing
General Aviation Terminal
P. M. B. 21346
NMA - Ikeja

Airframe Time - 1,345 hours

Powerplant - 2 Pratt & Whitney PT6T-3B
Engines

Place of Accident - Port Harcourt International
Airport

Reference Point - N05.00.90/E006.57.00

Date of Accident - 20th January 1992

Time of Accident - 1549 hours UTC

Pilot-in-Command - S. O. Ofili

Licence - ATPL No 2881 (H)

Co-pilot - Yalwa Garba

License - CPL No 3786 (H)

FACTUAL INFORMATION

1.1 History of the Flight

The Inspector General of Police was on inspection tour of the police commands in Edo/Delta/Anambra States and it became the responsibility of the Police Airwing Rotarywing Section to convey him from point to point within these States.

At about 0700 hours on the morning of the day of the accident, 5N-AQT was flown from Benin City, the capital of Edo State, to convey the Inspector General and his entourage to Asaba. At take off time, the helicopter was observed by the crew to have about 1500lbs of aviation fuel on board the tanks, and souls on board were 10 men; Benin City to Asaba, flight time was about 40 minutes. On landing, the aircraft engines were shut down till about 1400 hours, within which time the helicopter's fuel tanks were refilled with the contents of 2 barrels out of the awaiting 5 barrels which had been strategically positioned for that purpose. The helicopter was airborne at about 1420 hours with the 2 flight crew members, one ground engineer and a passenger, and headed for Umuahia a flight duration time of 45 minutes.

At Umuahia, the aircraft was landed but the engines were kept on running on the ground for about 25 minutes.

Take off time from Umuahia was 1530 hours and the arrival time at Afikpo was 1600 hours; that was 30 minutes flight time duration. The aircraft did not land at Afikpo "for an unknown reason" as was given in evidence by the co-pilot. The technical logbook entry however, showed that the aircraft was sustained in the air overhead Afikpo for about 30 minutes. The crew nosed the aircraft towards Port Harcourt Via Umuahia cruising at the height of 2000 feet and the speed of 120 knots.

As soon as the course was set for Port Harcourt the co-pilot became worried about the fuel quantity situation and he pointed his fear to the captain's attention by asking him if the fuel would take them to the destination to which the captain replied to the affirmative.

The co-pilot rationalised the fuel quantity aboard with the distance ahead and was personally convinced within himself that the fuel would not get them to PHC. This conviction was later-on made known to the captain but the captain was still positive that the aircraft would make it to the destination. Questioning the captain later was as to why he did not land at Afikpo. He replied that he did not land because he was not comfortable with the fuel situation. He also confirmed the fuel quantity then to be about 500 pounds.

Arikpo to Port Harcourt was flown at 2000 feet and at the airspeed of 120 knots against the head wind speed of about 5 knots. Enroute overhead Umuahia, fuel quantity gage was observed to be approaching a critical level, which made the cockpit atmosphere to be very tense. Once again the co-pilot cautioned the captain about low fuel quantity and questioned: "Sir, will this fuel take us to Port Harcourt?"; but the captain assured him that the fuel would and then continued the flight.

About 20 nautical miles to Port Harcourt the low fuel level warning light came ON. The captain made several attempts to cancel the warning light as if it were a false alert. Realising the fact, the commander then remarked, "it looks as if I have to land anywhere now" but surprisingly he did not make an attempt to comply with his own judgement and he continued the flight towards Port Harcourt. After flying for sometime, the captain announced having the runway in sight and he was cleared by the Tower to continue to land. Still above the trees, the aircraft yawed a little bit to the right of the runway. As the helicopter started to descend from the 1000 ft height, the booster pump LOW PRESSURE warning light came ON. About a couple of seconds after the booster pump warning light, number one engine flamed out followed almost immediately by the number 2 engine's spooling down.

At this instance, the aircraft became unstable and started to drop rapidly. The cyclic control had to be raised to basically lift the aircraft's nose to prevent hitting the tree tops.

Skimming above the tree top brought the aircraft over the General Aviation Apron of the airport. To everyone's surprise (including that of the control tower), the captain did not execute an emergency landing. Instead, he overflew the Apron and the grass field and over to the main taxi way now heading towards the Main Apron. The instability now was so pronounced that the aircraft became tail low, impacted with the taxi way and broke off the tail boom. The accident occurred in the day light at about 1549 hours UTC.

It is pertinent to mention here that the accident occurred on the 20th January 1992 but all efforts by the N. A. A., the F. C. A. A. and the Accident Investigation Bureau, to get the Nigeria Police Force or its insurance agent to remove the wreckage from the active taxi way leading to the threshold of runway 21 proved abortive. The wreckage remained at the spot of accident till the end of March 1992.

A copy of a letter from the insurance company preventing "the insured or any other representative to remove item from the aircraft" is hereby presented in the appendix.

| Injuries | Crew | Passengers | Other |
|------------|------|------------|-------|
| Fatal | 0 | 0 | 0 |
| Serious | 0 | 0 | 0 |
| Minor/None | 2/0 | 0/2 | |

1.3

Damage to Aircraft

The skid tubes were broken off when the aircraft impacted with the ground and the tail boom fractured from the fuselage while the tail rotor and its gear box broke away the end section of the tail boom. The main rotors were totally destroyed. The engines and the engine cowls were badly damaged. There were evidence of various types of damages on the fuselage before coming to rest on its staboard side. The main transmission gearbox must have also been seriously damaged.

1.4

Other Damage

No other damage than some scratches on the taxi way asphalt surface.

1.5

Personnel Information

1.5.1

The pilot-in-command was born on the 17th September 1950 and holds an Airline Transport Pilot Licence number 2881 on rotarywing. Capt Ofili's flying experience included part one ratings on Bell 47, Bell 206 and Bell 412 on all of which he has accumulated total flying time of about 3000 hours and has about 1000 hours on Bell 412 type experience.

The captain's medical certificate would expire on 21st October 1991 and licence on the 20th April 1992. He was qualified to take the flight.

1.5.2

The co-pilot was born on the 15th January 1956 and he holds a commercial Pilot Licence number 3786 on rotarywings. Deputy Superintendent of Police Garuba Yalwa was issued with his license on the 27th December 1985 and was a part 1 rating on Bell 206B which was endorsed into his licence on the 26th April 1991. His total flying experience amounted to 145 hours and his type experience was 76 hours.

The co-pilot's medical certificate would expire on the 24th April 1992. The licence would, therefore, be valid until 24th April 1992. There was no restriction of any type placed on the licence and he was found qualified to take the flight.

1.6

Aircraft Information

- 1.6.1 The helicopter was acquired when new by the Nigeria Police Force and it came under Nigerian Aircraft registration on the 26th August 1983 when its first certificate of Airworthiness was issued on the 5th September 1983. The last certificate of Airworthiness was renewed on the 25th April 1991, and would expire on the 24th April 1992 but the aircraft crashed on the 20th January 1992.

The aircraft had the history of non-conformity with good maintenance record. The Technical log books, from inception of Operation, were not properly filled out. The Deferred Defects List had only 2 improperly filled and undated entries. How and when entries were cleared were never entered into logbooks. The component cards were kept only for about 465 hours since new and were thereafter, abandoned entirely. Very important daily flying records were not filled out at all into the Technical logbook of the aircraft. Essential records of "fuel uplift" in both inboard and outboard front and rear fuel tanks have never been filled out in their respective spaces within many used technical logbooklets.

Engine oil sections of the tech log were never filled out in the book. The flight crew was never in the discipline of knowing how much fuel or oil its aircraft was carrying or how much fuel was left on board because these important records were not judiciously adhered to.

This aircraft, and probably all the aircraft in the fleet of the rotarywing squadron of the Nigeria Police Force have no impressive record keeping philosophy. According to the logbooks, 5N-AQT helicopter never had a snag or operational deficiency throughout its lifetime before the accident.

- 1.6.2 It is never possible to guess or accurately calculate the true weight and the centre of gravity of this aircraft if they were within the prescribed limits during the phase of operation related to this accident, because the proper loading information were not kept in the appropriate record book. However, it could be reasonably argued that the centre of gravity of this aircraft was progressively going aft limit until it became unstable and uncontrollable.

1.12 Wreckage and Impact Information

The aircraft started to break up after impacting severely with the ground surface. The tail rotor hit the tarmac first before the skids hit the surface and broke-off. The fuselage then impacted with the surface, then still in some considerable amount of forward motion, the aircraft skidded along the taxi-way before overturning on its starboard side and careered on its side for about 26.5 meters before coming to rest in that position.

1.13 Medical and Pathological Information

The flight crew members were met after the accident and none of them was seriously injured.

1.14 Fire

There was no fire outbreak.

1.15 Survival Aspects

The accident was survivable owing to the simple fact there was no fire outbreak.

1.16 Tests and Research

There was neither any special tests nor any research necessary to come to a conclusion for the cause of the accident.

1.17 Additional Information

None.

1.18 Useful or effective Investigation Techniques.

None was involved.

2 ANALYSIS

2.1 Aircraft Operational Accountability

From the point of view of the Civil Aviation Regulation 51 section 2, "An aircraft registered in Nigeria shall, when in flight, carry documents in accordance with the Eleventh Schedule to these Regulation:". Document "F" under the Eleventh Schedule specified that the technical log if any, in which entries are made is required to be carried on board. A part of the required entries in the "technical logbook"

is the "Fuel Uplift" and the TOTAL fuel on board. Another item is the "engine oil" uplift and TOTAL oil on board, both of which have never been complied with in the Flying history of the Nigeria Police Force Airwing, (Rotarywing Division).

It is, therefore, incumbent upon the commander of an aircraft as prescribed by the Civil Aviation (Air Navigation) Regulation 26(e) that, "in the case of flying machine or airship, that sufficient fuel, oil and engine coolant (if required) are carried for the intended flight, and a safe margin has been allowed for contingencies, and, in the case of flight for the purpose of public transport, that the instructions in the operations manual relating to fuel, oil and engine coolant have been complied with;"

The lack of compliance with the Civil Aviation Regulation has become a factor in this accident. This non-compliance with technical logbook entries has also deprived the Accident Investigation Bureau the opportunity to look critically into the loading configuration of the aircraft as far as calculation of the total weight of the aircraft and the determination of its centre of gravity are concerned. The flight crew has, therefore, contravened the Civil Aviation Regulations in many ways than one.

2.2.

FUEL MANAGEMENT

Since it is the norm for the Police Rotarywing section not to keep adequate record of the amount of fuel "uplift"; such data to indicate facts like the total fuel on board to determine fuel burnt for each trip sector, and which may be necessary for the centre of gravity calculation are terribly missing. Both the ground crew and the flight crew have reduced the art of modern aviation operation to that of mere guess work.

The commander of this helicopter and his co-pilot gave evidence after the accident that the amount of fuel onboard before flight that morning was "about fifteen hundred pounds (1500 lbs)" indicated by the aircraft instrument. The AIB considers this idea of absolute fuel-quantity-gage-dependency to be utterly unacceptable.

It is a bad practice in the sense that instrument error can occur at any mode, whether static on the ground or in flight operation. There should be a back-up means to determine a more reliable determination of the total fuel quantity on board.

The flight crew gave verbal evidence that the fuel quantity gage was indicating 1,500 pounds before the Benin - Asaba flight on the morning of the accident. The Bureau considers this to be a

vague idea of the fuel on board, allowing for the fuel gage calibration error which has not been performed since the aircraft has been in operation. The "Bell 412 flight Manual" indicates that the total fuel capacity for the aircraft model is 214 US gallons or 810 litres; out of 211.4 US gallons are usable.

For the aircraft's performance calculations, the technical data are abstracted from the FLIGHT MANUAL and the raw data are as given by the flight crew:

| | | |
|----------------------------|---|------------|
| Aircraft Empty Weight (FM) | - | 7217.6 Ibs |
| Engine Operation | - | 2 |
| Wind Speed | - | Zero |
| Pressure Altitude | - | 2000 ft |
| Outside Air Temp. | - | 31°C |

First Sector Trip

Benin - Asaba

| | | |
|--------------------|---|---------------------|
| Airspeed | - | 120 knots |
| Duration of Flight | - | 40 minutes |
| Passenger + Crew | - | 1700 Ibs |
| Fuel Quantity | - | 1455 Ib (full tank) |
| All - Up - Weight | - | 10,373 Ibs |
| Fuel Calculation | | |

| | | | |
|---------------|---|----------------------------|----------------|
| Fuel on board | | | 1455 Ibs |
| Fuel consumed | = | $\frac{40}{60} \times 760$ | = - 507 Ibs |
| | | | <u>948 Ibs</u> |

Second Sector Trip

Asaba - Umuahia

| | | | |
|--------------------------------|------------------------------------|------------|-----------------|
| Duration | - | 45 minutes | |
| A-U-W | | 9565 Ibs | |
| Fuel on Board | = | 948 Ibs | |
| Fuel Uplifted (2 drums) | = | +717 Ibs | |
| Fuel Consumed | = $\frac{25}{60} \times 740$ Ib/hr | = | -555 Ibs |
| Aircraft idle on ground 25 min | | | |
| i.e 25 x 100 Ib/hr | = | -25 Ibs | |
| Fuel remaining on board | | | <u>1085 Ibs</u> |

Third Sector Trip

Umuahia - Afikpo

| | | | |
|--------------------------------------|------------------------------------|------------|----------------|
| Duration | - | 30 minutes | |
| A-U-W | | 8987 Ibs | |
| Fuel on Board | = | 1085 Ibs | |
| Fuel Consumed | = $\frac{30}{60} \times 740$ Ib/hr | = | -370 Ibs |
| Circling Overhead Afikpo - 30 min | | | |
| i.e $\frac{30}{60} \times 540$ Ib/hr | = | -270 Ibs | |
| Fuel remaining on board | | | <u>445 Ibs</u> |

Fourth Sector Trip

Afikpo - Port Harcourt

| | | | |
|-------------------------|------------------------------------|---------------------------|----------------|
| Duration | - | 35 minutes (see Appendix) | |
| A-U-W | | 8345 Ibs | |
| Fuel on Board | = | 445 Ibs | |
| Fuel Consumed | = $\frac{35}{60} \times 725$ Ib/hr | = | -423 Ibs |
| Fuel remaining on board | = | 20 Ibs | |
| Minus Residual Fuel | = | -20.4 Ibs | |
| Fuel usable | | | <u>0.0 Ibs</u> |

while still in flight

If the calculations in the chapter 2.2 of this report are based on the fallacious raw data as submitted to the AIB by the duplicitous crew, the aircraft engines would still have failed somewhere on the final approach path. But an important point implicating the guileful crew is that, with reference to the itinerary chart in the appendix 2, the Afikpo to Port Harcourt flight, through Umuahia, would have taken double the time duration as Umuahia to Afikpo flight. The entries in the aircraft technical logbook are, therefore falsified by the crew for entering 30 minutes flight time for Umuahia to Afikpo, and entering 35 minutes for Afikpo to Port Harcourt while flying-by Umuahia at the same air speed. A look at the chart of Nigeria (Appendix 2) which is to scale, will show anyone that it is not possible to attain that flying feat while maintaining the same airspeed according to the crew's evidence. Investigations, however, reveal that Afikpo to Port Harcourt actually took about 50 minutes.

The crew has, therefore, falsified the logbook entry by entering 35 minutes and has, therefore, committed an offence again at the Civil Aviation (Air Navigation) Regulation 55 section (2): "..... or knowingly make, or produce or assist in the making, of, any false entry in or material omission from any such logbook or record or destroy any logbook or record during the period for which it is required under these Regulations to be preserved". And this is a serious offence in Civil Aviation World-wide, which must be stemmed and be discouraged in Nigeria.

Despite the acuteness of the emergency situation, the pilot continued to be foolhardy by neglecting to land immediately on the General Aviation Apron or there-about. Instead, the commander tried to fly the powerless helicopter to the main Apron before crashing the aircraft on the taxi-way to the runway 21 threshold. He had, therefore, executed a bad judgement not befitting the standard of his profession because that accident was actually avoidable if he had executed an immediate touchdown after entering the airport perimeter boundary.

