



PRELIMINARY REPORT ON SERIOUS INCIDENT INVOLVING HAWKER 125-800XP AIRCRAFT BELONGING TO SWAT TECHNOLOGY LIMITED WITH REGISTRATION NUMBER N497AG ON RUNWAY 21 OF PORT HARCOURT INTERNATIONAL AIRPORT RIVERS STATE ON THE 11TH JUNE, 2015

Registered Owner and Operator: Swat Technology Limited

Aircraft Type and Model: HS 125

Manufacturer: Raytheon Aircraft Company

Date of Manufacture: 1999

Registration Number: N497AG

Serial Number: 42010

Place of Incident: Port Harcourt International Airport, Rivers State

Date and Time: 11th June, 2015 @ about 1836 hrs

LOCATION: Runway 21

1.0. FACTUAL INFORMATION

N497AG, a HS 125 aircraft departed Nnamdi Azikiwe International Airport, Abuja at 1825hrs enroute Portharcourt on a business trip. There were five persons on board; three crew and two passengers. According to the Captain, the flight from Abuja and approach into runway 21 of Port Harcourt International airport was uneventful.

At 1913hrs, when the aircraft was six miles to touch down, the crew reported to the Air Traffic Controller (ATC) that they had field in sight. The ATC cleared the aircraft to land but to exercise caution as the runway surface was wet. The crew experienced a light

rain at about 1.3 nautical miles to touchdown, after sighting the PAPI and runway lights on an ILS approach.

At 1916hrs, the captain stated that just on touchdown, the right hand and centerline lights were out and in a bid to line up with the lights; the aircraft veered off the runway to the left. He further stated that as it became clear that the lights were at the side of the runway, recovery was not possible and the aircraft entered the grass verge but later got back to the paved runway.

In the process, the nose wheel gear was dismembered from the airplane hinge point, hydraulic was leaking and grass was seen lodged at the generator cooling inlet. The crew replied negatively to the ATC inquest as to whether the operation was normal and added that the aircraft was stuck on the runway.

At 1917hrs, the crew requested for fire assistance and the ATC acknowledged.

At 1920hrs, the crew re-affirmed the accident and advised the ATC to close the runway as the aircraft was stuck on the runway.

The engines were shut down and passengers safely disembarked.

1.2 Injuries to Persons

Injuries	Crew	Passengers	Others
Fatal	Nil	Nil	Nil
Serious	Nil	Nil	Nil
Minor/none	3	2	Nil

1.3 Damage to Aircraft

The aircraft was substantially damaged.

1.4 Other Damage

Nil.

1.5 Personnel Information

1.5.1 Captain

Date of Birth:	15 th April, 1971
Nationality:	Nigerian
Licence No.:	FAA ATPL 3144854
Medical Validity:	9th July 2015

1.5.2 First Officer

Date of Birth:	9th January, 1987
Nationality:	Nigerian
Licence No.:	PPL 6105
Medical Validity:	30th June 2015

1.6 Aircraft Information

1.6.1 General Information

Type:	Hawker 125-800 XP
Manufacturer:	Raytheon Aircraft Company
Airframe Time:	8559:30hrs
Cycles:	6817
Serial Number:	42010
Year of Manufacture:	1999

1.6.2 Power Plant

No.1

Hours:	386:37 hrs
Cycles:	N/A

No.2

Hours:	389:53 hrs
Cycles:	N/A

1.7 Meteorological Information

Time:	1200 UTC
Wind:	220/10

Visibility:	15000m
Weather:	Nil
Cloud:	BKN 300m
Temperature:	26°C
Dew Point:	22°C
QNH:	1016
Time:	1500 UTC
Wind:	240/06
Visibility:	15000m
Weather:	Nil
Cloud:	BKN 300m
Temperature:	28°C
Dew Point:	22°C
QNH:	1013

1.8 Aids to Navigation

The Navigational aids available at the time of the accident were VOR/DME and ILS/DME. Both were serviceable at the time of the accident.

1.9 Communication

There was good communication between the crew and the Tower (ATC).



1.10 Aerodrome Information

The Port Harcourt International Airport is licensed and certified by appropriate Authority. It has a single bi-directional runway 03/21 that is 3000m (9,990ft) long and has an elevation of 91ft. The aerodrome co-ordinates are 05°01'38.6626"N and 006°56'21.3653"E.

1.11 Flight Recorders

Flight Data Recorder

The aircraft was fitted with a Solid State Memory Flight Data Recorder with the following particulars:

Manufacturer:	Allied Signal, USA
Part No:	980-4700-027
Serial No:	5337
Date Code:	9945
Unit Weight:	15 LBS MAX

Cockpit Voice Recorder

The aircraft was fitted with a Solid State Cockpit Voice Recorder with the following particulars:

Manufacturer:	Universal Avionics Systems Corporation, USA
Part No:	1603 – 02 -12
Serial No:	636



SCN: 10

Unit Weight: 13.2 LBS

Both recorders were retrieved in good condition from the aircraft.

1.12 Wreckage and Impact Information

1. The nose wheel gear was dismembered from the airplane hinge point.
2. There was hydraulic leakage.
3. There was grass ingestion at the generator cooling inlet.

Initial Findings

Investigation so far revealed the following:

1. The crew were licensed and qualified to conduct the flight in accordance with existing regulations.
2. The Captain was the Pilot Flying at the time of the incident.
3. The flight originated from Nnamdi Azikiwe International Airport, Abuja at 1825hrs with Port Harcourt International Airport as the destination.
4. At 1846hrs, while the aircraft was still with Lagos control Centre, the crew established contact with Approach/Radar Control unit of Port Harcourt International Airport and received inbound clearance.
5. At 1913hrs, while the aircraft was at 6NM to touchdown, the crew reported field in sight following which the ATC cleared it to land after passing landing data to it.
6. At 1916hrs, the aircraft touched down on the left shoulder of runway 21 at about 1500m from the threshold of the runway, into the grass verge.
7. The aircraft left the grass verge at about 1800m from the threshold of runway 21
8. The aircraft came to a final stop at about 2600m from the threshold of runway 21
9. The Airport Rescue and Fire Fighting Services (ARFFS) arrived the crash scene within 2 minutes of the occurrence and commenced rescue operation immediately.
10. All the five occupants in the aircraft were rescued alive with no injury.
11. At the time of the occurrence, the Precision Approach and Path Indicator (PAPI) lights were fully ON; runway 21 edge lights left was ON and bright while runway 21 edge lights right was ON but very dull and darkened.
12. The aircraft was towed out of the runway and parked at GAT Apron at 2150hrs.
13. The aircraft is (N) American-registered under Transport category.
14. The aircraft had a valid Standard Airworthiness Certificate.
15. Flight Operations and Maintenance Clearance certificates were duly issued by NCAA for the aircraft in accordance with NCAR 8.2.1.9.

Further Information and Investigative Action

- Downloading of the flight recorders.
- Compilation of the final report.
- The aircraft had been released to the operator for safe keeping and directed to liaise with NCAA before undertaking any maintenance work on it.



Figure 1: Photograph showing grass ingestion at the generator cooling inlet



Figure 2: Photograph showing the aircraft being towed



Figure 3: Photograph showing the aircraft parked at GAT Apron