

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ



ACCIDENT INVESTIGATING COORDINATING COMMITTEE
MALDIVES CIVIL AVIATION AUTHORITY
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PRELIMINARY SAFETY INVESTIGATION REPORT

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the Final Report has been completed.

Report Number: 2024/02/P
Date: 31 July 2024

1. Aircraft manufacturer:
 - Model: Viking Air DHC-6-300 (Floatplane)
 - State of Registry: Maldives
 - Registration: 8Q-TMO
 - Serial Number: 234
 - Year of Manufacture: 1969
2. Operator: Trans Maldivian Airways
3. Type of Operation: Charter / Passenger transport
4. Date / Time of Occurrence: 09 June 2024; 1515 hours
5. Position of Occurrence: Miriandhoo Westin Maldives Water Aerodrome
N 05° 03' 53.00", E 73° 01' 45.10"
5. Persons on Board: Crew 03; Passengers 10
6. Injuries: None reported
7. Damages:
 - Float assembly.
 - Rear spreader bar.
 - RH propeller blade.
 - Flywire LH and RH.



Background

On 9 June 2024, at about 1515 hours local time, a Twin Otter floatplane landed at Miriandhoo Westin Maldives water aerodrome. Upon applying reverse thrust, an unusual sound was heard, and the aircraft banked to the right. The PIC shut down both the engines trying to regain control of the aircraft, and with great difficulty the aircraft was brought to rest. The crew observed the right float was detached. All the passengers were safely disembarked onto dinghies and moved to the resort. The aircraft was towed with the assistance of the dinghies and beached on the island. By the time the aircraft was beached, the aircraft was partly submerged. The crew then disembarked through the main door.

Findings

The initial post incident investigations revealed the following:

1. Visible damage on the float assembly.
2. Rear spreader bar attachment bolt missing.
3. Right float aft spreader bar, float attachment fitting damaged.
4. The right propeller blade cut into the right float.
5. Flywire LH buckled and RH snapped.

Immediate safety actions taken

The regulator, Maldives CAA conducted an Emergency Meeting with floatplane operators and informed them of a Mandatory Inspection to be carried out as an interim corrective action for a potential unsafe condition in the float assembly. The Mandatory Inspection Requirement states the following:

“Carry out the following Inspection at the earliest opportunity and in any case before the 30th of June 2024.

Inspect float/fuselage, attachment fittings and bolts for corrosion & cracks. Remove access panels and fairing as necessary to gain access. Visually examine for material deterioration, cracks and corrosion, paying particular attention to immediate areas around bolt holes and bearings, where visible and along attachment and pickup fittings mating edges and the edges of the attachment fittings.



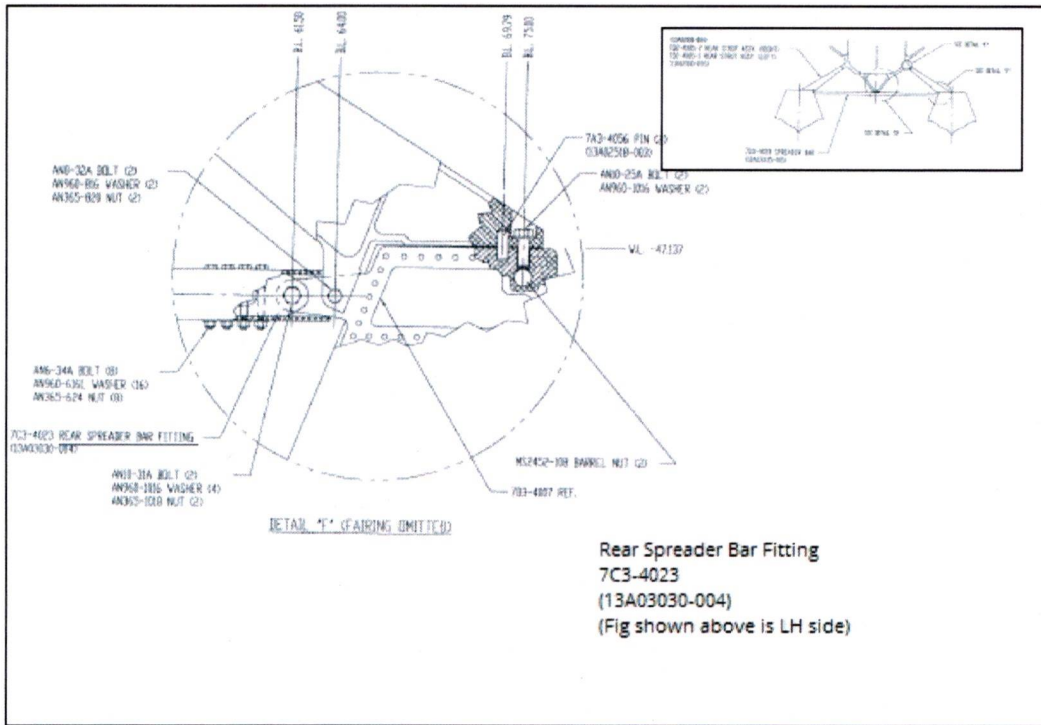
Evidence of corrosion requires removal of bolts for internal examination of holes and condition of bolts.

Evidence of internal corrosion will necessitate disengaging fittings for further inspection and treatment as required.

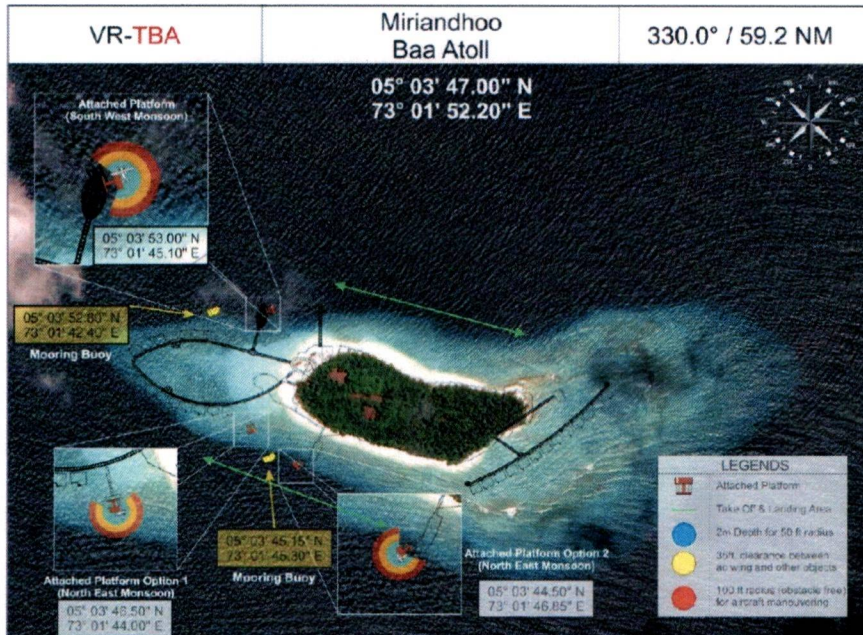
Corrosion around bonding jumpers, where fitted, will necessitate cleaning and repriming of affected areas.”



Affected parts



Miriandhoo Westin Maldives Water Aerodrome Chart



Images of aircraft and affected areas



Fig 1: Aircraft beached on Miriandhoo Island



Fig 2: Flywire RH snapped; LH buckled





Fig 3: Aircraft beached – RH float detached at aft fitting



Fig 4: Aft Float fitting (RH)





Fig 5: Aft Float fitting (RH float)

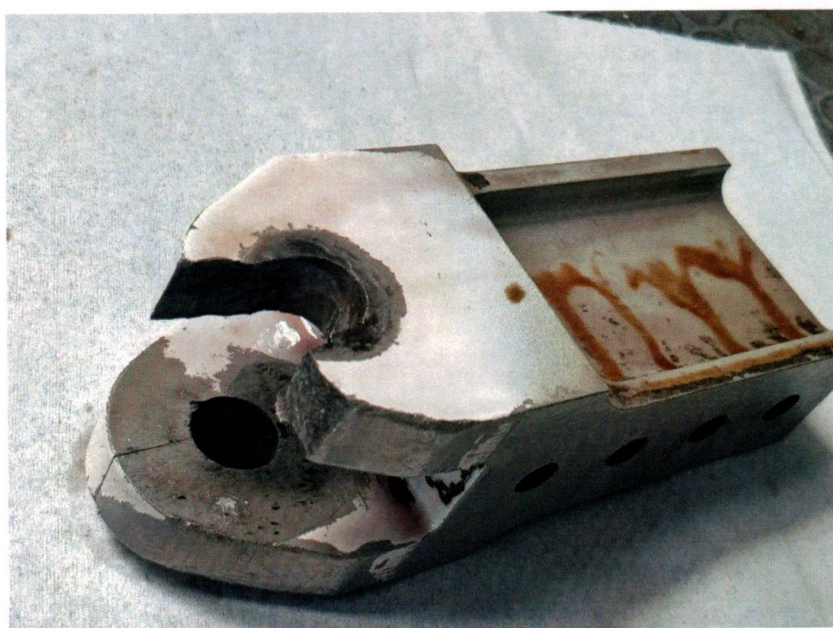


Fig 6: Rear Spreader Bar Fitting (RH float)



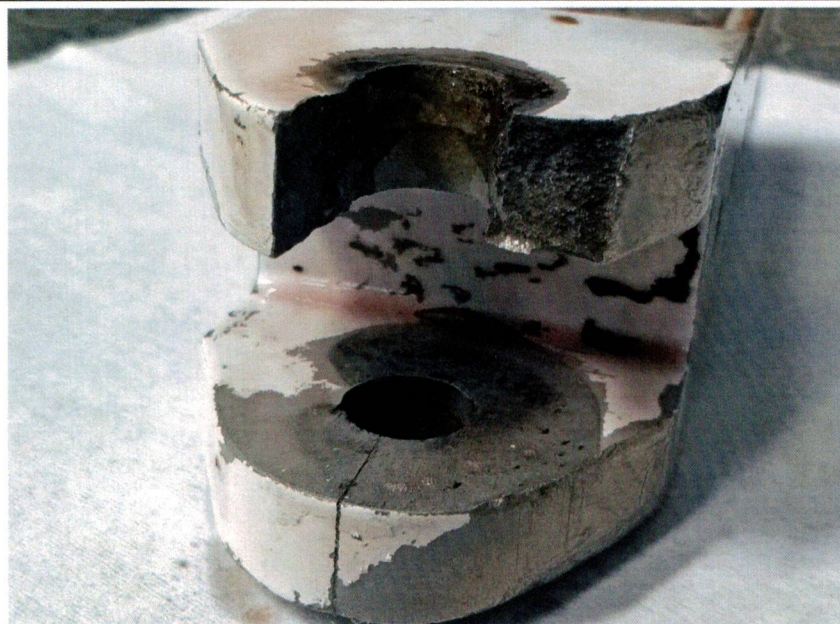


Fig 7: Fig 6: Rear Spreader Bar Fitting (RH float)



Fig 8: Damages on RH propeller and RH float





Fig 9: Damages on RH float

