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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: 2024/01/P
Date: 31 July 2024

1. Aircraft manufacturer:
 - Model: Viking Air DHC-6-300 (Floatplane)
 - State of Registry: Maldives
 - Registration: 8Q-ISI
 - Serial Number: 411
 - Year of Manufacture: 1974
2. Operator: Island Aviation Services Ltd
3. Type of Operation: Charter / Passenger transport
4. Date / Time of Occurrence: 23 May 2024; 1500 hours
5. Position of Occurrence: KudaHura water aerodrome (KUH)
N04° 20' 17.53"; E73° 35' 56.96"
6. Persons on Board: Crew 03; Passengers 11
7. Injuries: None reported
8. Damages:
 - Left wing tip fairing missing and rib damaged.
 - Left wing fence shifted.
 - Left wing trailing edge upper skin damaged between STA 335 to 376.20
 - Left wing Outboard fore flap damaged.
 - Left wing aileron and trim tab damaged.
 - Left wing outboard trailing edge skin dented.



- LH Engine all 3 propeller blades bent and seized.
- LH engine exhaust duct skin buckled and cracked at 2 places.
- LH engine cowling misaligned and jammed.
- LH engine nacelle O/B longeron cracked separated.
- LH engine nacelle I/B longeron bulged and cracked.
- Fuselage nose section at STA 100 cracked.

Background

On 23 May 2024, a DHC-6 Twin Otter floatplane that had departed Velana International Airport (MLE) at 1255 hours, destined for Orivaru water aerodrome (ORI), in Noonu atoll, but due to adverse weather conditions decided to return to MLE. By the time the aircraft returned to MLE, the aerodrome got closed for VFR traffic, and hence the crew decided to divert to KUH. At about 1500 hrs local time, the aircraft attempted to depart from KUH water aerodrome to MLE. The incident occurred during take-off from KUH.

While on take-off run, the aircraft hit a swell and got airborne momentarily. The aircraft dropped, hitting the left wing, left engine and the propeller. The crew had difficulty in controlling the aircraft but eventually the aircraft ended upright on the floats.

The crew then taxied the aircraft and docked on the floating platform and shutdown both the engines. The passengers disembarked through the main door and were then transported by boat to a nearby resort.

No injuries to passengers or crew were reported.

The occurrence is being investigated by the Maldives AICC.

Weather

Weather data recorded at MLE weather station at 15:00 hrs on the day of the occurrence is tabulated below:



MLE met station Day/Times	Pressure [hPa]	Wind Direction [°]	Gust Wind Direction [°]	Air Temp [°C]	Relative Humidity [%]	Wind Speed [mph]	Gust Wind speed [mph]	Rainfall [mm]
23/05/2024 15:00	1005.1	270	260	28.0	94	28	52	1.3

Salvage

The aircraft was transported back to Operator's main base atop a landing craft.

Findings

The initial investigations revealed the following:

1. All the three LH propeller blades were severely bent.
2. The LH engine was seized, and propellers cannot be rotated freely.



KudaHuraa Water Aerodrome Chart

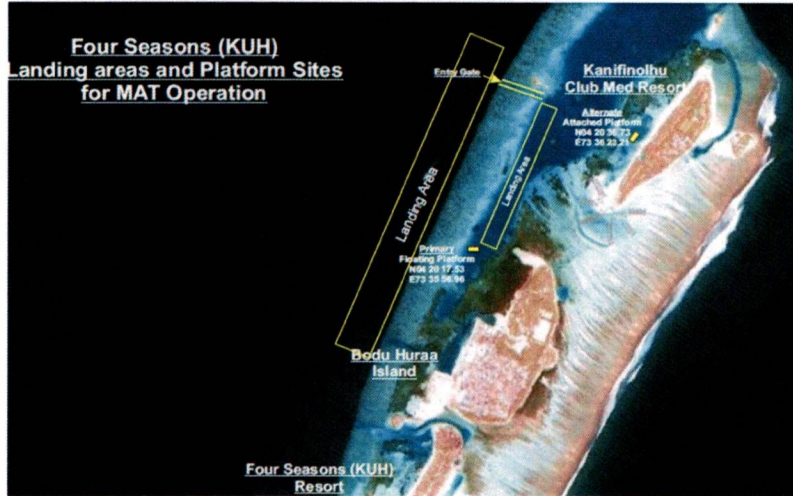


Fig 1: KUH water aerodrome chart

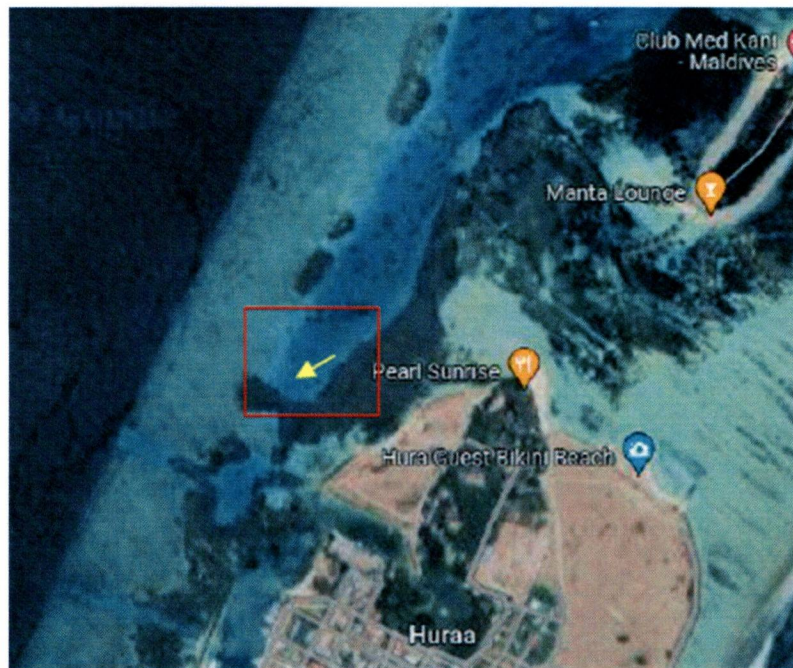


Fig 2: KUH water aerodrome aerial view showing approximate location of occurrence



Images of affected areas



Fig 3: LH propeller blades



Fig 4: LH propeller blades





Fig 5: Nose skin cracked STA 100



Fig 6: LH Propeller damaged



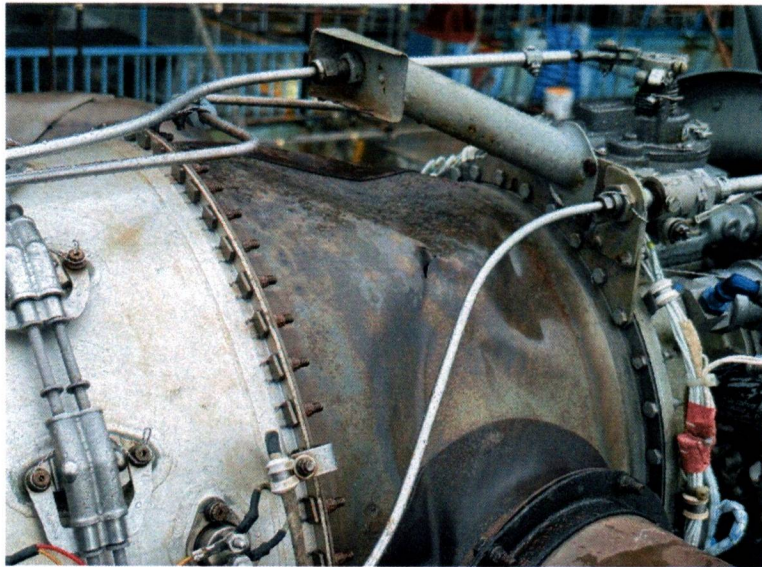


Fig 7: LH engine exhaust section casing skin buckled and cracked

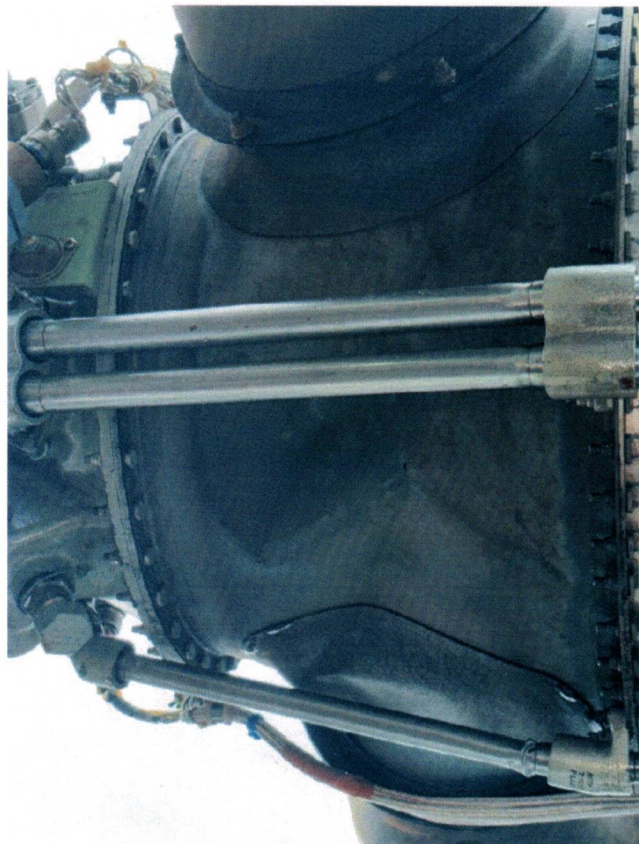


Fig 8: LH engine exhaust section casing skin buckled and cracked

