

# MEDIA RELEASE

## RELEASE OF FINAL REPORT INTO NEW TRIBES MISSION (PNG) DAHER KODIAK 100 STRUCTURAL DAMAGE IN-FLIGHT

The Acting Board Chairman of the PNG Accident Investigation Commission (AIC), Captain Aria Bouraga MBE, today published the *Final Report* into the investigation of a *Serious Incident* involving a Daher Kodiak 100 aircraft operated by New Tribes Mission Aviation PNG. The aircraft sustained structural damage in flight about 6 nautical miles (NM) Northeast of Hoskins Airport. The aircraft was conducting a non-scheduled VFR training flight from Lele Airstrip to Hoskins Airport, West New Britain Province, Papua New Guinea



Captain Bouraga explained; “On 27 April 2022, at 16:29 local (06:29UTC), a Kodiak 100 aircraft, registered P2-NTE, owned and operated by New Tribes Mission (PNG) Limited (NTML), conducting a non-scheduled VFR training flight from Lele Airstrip to Hoskins Airport, West New Britain Province, Papua New Guinea, sustained in-flight structural damage about 6 nautical miles (NM) Northeast of Hoskins Airport when a panel on the upper of the left wing separated from the aircraft and struck the tailplane.”

*There were two persons onboard: the pilot in command (PIC) and a pilot under instruction. No injuries were reported. The AIC was notified of the accident a day after the occurrence and immediately commenced an investigation in accordance with its mandate under the Civil Aviation Act 2000 and pursuant to ICAO Annex 13 to the Convention on International Civil Aviation.*”

The *Final Report* stated that the four fastening screws, three at the airflow critical front edge of the wing panel may not have been installed or they may have been threaded by hand into each nutplate, but not appropriately tightened during the last maintenance and dislodged during subsequent flights. In-flight airflow and vibrations including those sustained during takeoffs and landing on unpaved rural airstrips would have been sufficient for those screws to work loose and dislodge due to vibrations resulting in the left upper wing root fairing detaching in flight and damaging the left inboard leading edge of the horizontal stabilizer upon contact.

The Final Report of the investigation is available on AIC’s website [www.aic.gov.pg](http://www.aic.gov.pg)