

of the Czech Republic

Ref. No 25/06/ZZ

## **FINAL REPORT**

**Investigation of Incident A/C Hawker 800XP , Registration Mark HB-VNJ ,  
after landing on 31<sup>st</sup> January 2006, airport Prague LKPR**

Prague  
October 2006

## **A) Introduction**

Operator: Johnson Controls AG, Švýcarsko  
Aircraft manufacturer and model: Rayeton Aircraft Corporation, USA  
type Hawker 125-800XP (HS 125)  
Registration Mark: HB-VNJ  
Place: Prague/Ruzyně (LKPR)  
Date and time: 31/01/2006, 17:05 (All times are UTC)

## **B) Synopsis**

On 31<sup>st</sup> January 2006, AAll (Czech Republic Air Accidents Investigation Institute) was notified of the priority landing of an HS 125 aircraft and its stopping on TWY L, LKPR. No crewmember was injured, nor was the plane damaged in the event.

The final report on the incident issued AAll based :  
Beranových 130, 199 01 Prague 99, Czech Republic  
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The cause of the incident was investigated by an Air Accident Investigation Institute commission comprising:

Commission chairman: Mr. Ing. Lubomír Střihavka  
Commission member: Mr. Ing. František Šmíd

## **C) The report includes the following main parts:**

- 1) Factual information
- 2) Analysis
- 3) Conclusions
- 4) Safety recommendation
- 5) Annexes (to copy No.1 stored in AAll archive)

## **1 Factual information**

### **1.1 History of the flight**

On 31<sup>st</sup> January 2006 the crew of A/C HS 125 was on flight from Sliač Airport (LZSL) to Praha Ruzyně Airport (LKPR). When landing at LKPR, the PIC requested of ACC Prague a priority landing on RWY 24 because of increased vibration on the left engine. The PIC made no further requests. The plane with its crew on board landed on RWY 24 and the pilot then taxied to the requested stand "NORTH". He turned off the two engines on TWY L and stopped. The pilot said he had stopped the engines because a strange noise was coming from the left engine. The pilot did not request to stop his plane. Since the plane stood on TWY L, this runway was occupied for around 30 minutes. After that time the PIC restarted the engines and taxied to the standing point of destination.

## 1.2 Injuries to persons

Injuries	Crew	Passengers	Others (inhabitants, etc)
Fatal	0	0	0
Serious	0	0	0
Light/no injury	0/2	0/4	0

## 1.3 Damage to Aircraft

The aircraft was not damaged in the incident.

## 1.4 Other damage

NIL

## 1.5 Personnel information

PIC: male, aged 41 years, valid license CPL, rating MEP/IR, valid medical Class.1.  
Flying experience: total flight time 8,070 hours, flight time on type HS 125 2,103 hours.

F/O: Female, aged 24 years, valid license CPL, rating MEP/IR, valid medical, total flight time 1,078 hours.

## 1.6 Aircraft information

A/C,type:	Rayeton, typ Hawker 800XP (HS 125)
Poznávací značka:	HB-VNJ
Seriál number:	258521
Date of manufactured:	2001
TSN / CSN:	2955 / 2908
Quantity of fuel after landing:	1170 l
Engine No.1 (P-107584) TSN:	2955
Engine No.2 (P-107585) TSN:	2955

The service organization found the cause of Engine No. 1 vibration on 1<sup>st</sup> February 2006. The vibrations were produced by a faulty starter-generator P/N 230-005, S/N Y10445.

The defective generator was replaced, the engine tested and the airplane's systems were checked.

## 1.7 Meteorological information

Conditions: CAVOK, wind 230 deg./6kt

Light conditions: day

## **1.8 Aids to navigation**

NIL

## **1.8 Communications**

ATS were provided from LKPR. A frequency of 119,0 MHz, Ruzyně Radar (APP), 118.1 MHz, Ruzyně Tower (TWR) and 121,9 MHz Ruzyně Ground was used for communication.

## **1.9 Aerodrome information**

The plane landed on LKPR international airport. RWY 24 was operational on the day of incident.

## **1.11 Flight recorders**

The airplane is not fitted with a flight data recorder.

A transcript of the radio communications between the crew and the ATS unit of LKPR Airport was used for analysis.

## **1.12 Description of incident site**

NIL

## **1.13 Medical and pathological information**

NIL

## **1.14 Fire**

NIL

## **1.15 Survival aspects**

NIL

## **1.16 Tests and research**

NIL

## **1.17 Organizational and management information**

NIL

## **1.18 Additional information**

NIL

## **1.19 Useful or effective investigation techniques**

The incident has been investigated according to L 13 National Regulation (Investigation into Air Accidents and Incidents).

# **2 Analysis**

## **2.1 Factual Information Analysis**

- the crew had valid rating and medical certificate for the flight;
- the airplane had valid airworthiness certificate;
- the airplane had valid insurance for the flight;
- weather conditions were good for the maneuvers and had no effects on the incident;
- the cause of the priority landing was engine in-flight vibrations indicated by the crew.

## **2.2 Analysis of Technical Finding**

- the service organization discovered a mechanical defect on P/N 230-005 starter-generator of the left engine;
- no other defects have been found on the plane.

# **3 Conclusions**

The power unit's strange noises and vibrations were caused by a technical defect of the P/N 230-005 starter-generator of the left engine. After replacing the assembly, the plane was cleared for operation. The occurrence is classification as an incident by reason of technical causes

## **4 Safety recommendations**

No safety recommendations are to be adopted as a consequence of the event.

30<sup>th</sup> October 2006