

No. 6

Turk Hava Yollari Anonim Ortakligi (Turkish Airlines), Fairchild
F-27, TC-KOP accident during approach to Incirlik
Airport, Adana, Turkey on 8 March 1962.
Findings released by The Minister
of Communications, Turkey.

1. Historical1.1 Circumstances

The aircraft was on a scheduled domestic flight from Ankara to Adana - Incirlik. It took off from Ankara at 1420 hours GMT and while en route reported to Adana that it had passed Aksaray and that its estimated time of arrival at its destination would be 1540 hours. At 1528 hours the pilot reported the aircraft was at flight level 175 and requested clearance to approach. At 1540 the Adana - Incirlik tower asked the pilot whether the aircraft was on the Adana beacon or radio range. The pilot advised that the aircraft was on the radio range between flight levels 170 and 175. The flight was cleared to 5 000 ft and was asked to report crossing 8 000 and 7 000 ft. Nothing further was heard from the aircraft. At 1543 hours it crashed at a point 6 800 ft amsl, approximately 47 NM from the Adana radio range.

1.2 Damage to aircraft

The aircraft was completely destroyed.

1.3 Injuries to persons

The three crew members and eight passengers aboard the aircraft were fatally injured.

2. Facts ascertained by the Inquiry2.1 Aircraft information

The aircraft had a valid Certificate of Airworthiness. Maintenance on the aircraft and inspections had been carried out satisfactorily and at the required intervals. No malfunctions were reported prior to the accident. The centre of gravity of the aircraft was within the allowable limits.

2.2 Crew information

The crew were properly licensed.

2.3 Weather information

According to the reports passed by the pilots to the Incirlik tower, the

aircraft, prior to the accident, was flying around cumulus clouds, avoiding turbulence and changing altitude accordingly.

2.4 Navigational Aids

All ground radio navigational aids in the area were serviceable. No abnormality had been reported by pilots.

2.5 Communications

Air-ground communications were carried on according to normal procedures, and communications were recorded in the tower on tape recorders.

2.6 Aerodrome Installations

All facilities were serviceable.

2.7 Fire

No mention of fire is made in the report.

2.8 Wreckage

No details regarding the wreckage are given in the report.

3. Comments, findings and recommendations

3.1 Discussion of the evidence and conclusions

The report on this accident consists of only the findings of the Inquiry. It contains no discussion of evidence, analysis of wreckage, reports on the examination of witnesses, etc.

3.2 Probable cause

According to reports received by the Incirlik tower, the aircraft should have been on the Adana radio range at 1540 hours and at flight level 175. In avoiding cumulus cloud, and associated turbulent conditions, the pilot was not able to keep track of his exact position or to maintain exact altitude.

3.3 Recommendations

No recommendations are contained in the report.
